

# The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. &amp; O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &amp;c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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OFFICE OF THIS PAPER.  
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## Latest Advices.

Ports	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received Sept. 27.
JAPAN—Yokohama ... ..	June 26	Aug. 6	Aug. 24*
Yedo ... ..	—	—	—
Osaka and Hiogo ... ..	—	—	10*
Hakodadi ... ..	—	—	—
Nagasaki ... ..	—	—	5
CHINA—Peking ... ..	—	—	July 28
Tien-tsin ... ..	—	—	30
Chefoo ... ..	—	—	Aug. 1
New-chwang ... ..	—	—	July 23
Hankow ... ..	" 11	July 28	Aug. 3
Kiu-kiang ... ..	—	—	3
Chin-kiang ... ..	—	—	4
Shanghai ... ..	" 25	Aug. 3	8
Ningpo ... ..	—	—	5
Foochow ... ..	" 25	" 8	8
Formosa ... ..	—	—	10
Amoy ... ..	—	—	10
Swatow ... ..	—	—	11
Hong Kong ... ..	July 2	" 9	14
Canton ... ..	—	—	13
Macao ... ..	—	—	13
PHILIPPINES—	—	—	—
Manila ... ..	June 18	July 24	2
COCHIN-CHINA	—	—	—
Saigon ... ..	July 2	Aug. 4	13
SIAM—Bangkok ... ..	—	—	13
BORNEO—	—	—	—
Labuan ... ..	—	—	4
Sarawak ... ..	—	—	6
JAVA—Batavia ... ..	" 9	" 12	16
Samorang ... ..	—	—	12
Sourabaya ... ..	—	—	12
MALACCA STRAITS—	—	—	—
Singapore ... ..	" 23	" 21	21
Penang ... ..	" 23	" 19	23
Ceylon—	—	—	—
Galle ... ..	Aug. 6	" 25	Sept. 1
Colombo ... ..	" 6	" 27	Aug. 31

\* By Pacific mail via San Francisco, received Sept. 21.

## THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, via Brindisi, this morning, its due date. The Pacific mail, with the Japan advices, reached London, via San Francisco, on the 21st inst. The next inward (French) mail, with a week's later advices, viz. Yokohama 11th, Shanghai 16th, Hong Kong 31st, Singapore 28th Aug., which is due on Monday next, arrived at Marseilles this morning, and will be delivered to-morrow, six days in advance of its due date.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Sept. 23.—From Shanghai: Mr. R. Bourke. From Hong Kong: Mr. J. Whittall. To Venice, arrived Sept. 26.—From Yokohama: Mr. G. Balaam, Mr. G. King. To Southampton, per P. and O. steamer *Cathay*, expected to arrive Oct. 4.—From Yokohama: Mr. and Mrs. Hardman and child, Mr. Figgins, Mr. F. Docherty (dead). From Hong Kong: Mr. Hardie, Dr. Strafford, Mr. Edwards. From Singapore: Lieut.-Sergt. Collins. From Penang: Capt. Bryson, wife, and child.

### PASSENGERS OUTWARD.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Yokohama: Mr. Mourata. To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Schetter Mr. and Mrs. Peters, Mr. Vachel. To Hong Kong: Mr. Everard, Mr. and Mrs. Daac. To Saigon: Mr. Mace, Mr. Ch. Cany, Mr. D. Doyle and four Missionaries, Mr. H. Seraphin. To Batavia: Mr. Weusman, Mr. Delabarre, Mr. van Swieten. To Singapore: Mr. and Mrs. A. Breker, Mr. Thomas, Mr. Francis Drake, Mr. Neave. Per French steamer *Iranquaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale, Mr. Edward Meyer. To Batavia: Mr. Sentius. To Singapore: Mr. and

Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner, Mr. C. W. Groskamp, Mr. A. van Delden. To Galle: Rev. W. F. Kelly, Mr. B. G. Corbet. Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. and Mrs. Coxon. To Singapore: Mr. W. H. Read. To Galle: Mr. E. Vex. Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Singapore: Mrs. Harvey, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Wilcox, Mrs. Chipps. To Shanghai: Rev. and Mrs. R. Palmer, Mrs. Bryant and party, Miss Rowe. To Hong Kong: Mr. J. Lauksbury, Miss Chalmers. To Singapore: Mrs. Surwongse, Capt. and Mrs. Worsley, Mr. G. Ward, Mr. G. Bryant. To Ceylon: Mr. L. Young, Mr. J. Cowie. Per P. and O. steamer *Baroda*, from Venice, Oct. 1.—To Batavia: Capt. Eno. Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Penang: Mr. A. Man. To Ceylon: Mr. J. L. Sim. Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage, Com. H. Salmund, Mr. F. H. Chapman. To Singapore: Mr. and Mrs. Griffin, Mr. J. Wilson. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer. Per P. and O. steamer *Mallia*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard. Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (via Bombay): Capt. Saunders, Marquis of Kildare. Per P. and O. steamer *Pekia*, from Southampton, Oct. 31.—To Yokohama: Rev. and Mrs. J. Bates, Mr. C. G. Dunlop. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignoon.

Per German steamer *Galatea*, from Hamburg, Sept. 19.—To Shanghai: Dr. C. Nissen Mrs. K. Agthe. To Hong Kong: Capt. Bertelsen. To Singapore: Mrs. A. Mensell, Mr. H. Oehlers, Miss Emilie Lütge, Mr. E. Wiedeberg.

## Summary of News from the Far East.

### JAPAN. YOKOHAMA.

The present P. and O. mail brings advices from this port to the 4th August, and by the Pacific mail we have news to the 14th August; the French mail from London, June 18, arrived out on the 1st August, and the following P. and O. mail of June 25 was received on the 6th August. The *Japan Herald* supplies the following items of news:—

The new and severe Press Laws have been put into active operation, and the manager of the *Akebono Shimbun* has been fined and imprisoned for articles which appeared in three issues of that paper. Several other cases are already under adjudication, one paper remarking that it will have to keep 365 editors, as a fresh one is arrested every day. The press throughout the country has been intimidated by the severity of the penalties to which it is now made subject. The rulers of Japan have manifested the most creditable zeal for the establishment of schools throughout the Empire, but this fettering of the press is taking a decisive step backward, and altogether in the wrong direction. It appears to have been taken in haste, but the Government will, if it is so ill-advised as to persist in its present course, have time to repent at leisure. It has committed a grave political blunder of the first magnitude.

Nothing further has been heard respecting the rumoured rupture with Korea, the Government seeming determined to keep everything connected with the question as secret as possible, and however "willing to wound, are yet afraid to strike the blow." The Formosan fiasco gave the Government a salutary lesson; that "little war" cost the Treasury so much that the gap made by it has not been filled since. Rather than declare war against the Koreans no effort is being spared to avert it. A majority in the Council of State are averse from it, and the national finances are so low as to oblige the Government to put up with the Koreans' conduct, however insulting and lowering to Japanese pride. In this view, though war has been considered imminent, it cannot at the present time be undertaken by Japan.

Chinese assistance to the Koreans is dreaded; and this fear, in addition to the financial difficulty, operates as a useful restraint upon the military ardour of the Government. According to the *Daily Advertiser*, the Koreans got rid of the Japanese, with whom they did not desire to treat, by snubbing the Commissioners for appearing in Europeanised costume. We wonder whether there is any equivalent in the Korean vocabulary for what is termed "cheek?" Getting rid of accredited Envoys from another State on the plea that their dress was objectionable is very much like it.

According to the *Nichi Nichi Shimbun*, most disastrous floods have occurred in the province of Rikuzen, destroying almost the entire crops, and laying waste about 14,000,000 tsubos of cultivated land. Forty-two lives were lost, six horses, 150 houses destroyed; and several hundred bridges and embankments swept away by the waters, besides 2,620 bushels of cocoons, over 2,000,000 lbs. of flax, and a million and a quarter bushels of rice and wheat, which have also been lost. The amount of the damages sustained is probably exaggerated, the native papers being rather prone to increase than decrease anything that is calamitous or out of the usual course. The inundations in the province of Echigo are stated by the *Echo du Japon* to have been terrible. The dikes at Sinano have been broken in several places. One hundred and eighty small villages, situated in the neighbourhood of Lake Yoroigato have been entirely submerged by the waters. Eighty thousand *kokus* of rice are completely lost. In those places which have suffered the least the water has risen to a height of six or seven feet above the floors, but in other places the roofs of the houses cannot be seen. It is impossible to fix, even approximately, the number of the victims.

Tempestuous weather has effected considerable damage on the Bluff and in the Settlement. Tiles, water-spouts, tops of chimneys, and shutters were wrenched off by violent gusts of wind, and many a roof supposed to be waterproof leaked badly. A chimney at No. 83 was blown down, and tore a large hole in the roof and side of the building. The O. and O. S. S. *Gaelic*, which left Hong Kong for this port on Aug. 2, experienced tremendous weather during the passage, which was unfortunately attended with the loss of life, Mr. G. Ritchie, first officer, and a seaman named Patterson having been swept overboard by a sea whilst at work on the whale's back, a deck built over the forward part of the ship for throwing off seas in bad weather. The decks were frequently swept with seas, which filled the cabins with water, and bent and smashed the stout iron rails as if they had been made of wire. A tremendous sea pooped the ship and crushed part of the after wheel-house, besides breaking many of the plate-glass ports. The stranding of the British barque *James Paton* is reported. She is on shore about two miles to the westward of Tenru-gawa, and some five miles from Simoda; she lies in a perfectly upright position, and does not appear to have lost any of her masts or yards, although much of her copper is rubbed off. A tent has been erected on the shore, and the stranded vessel is surrounded by crowds of natives.

A pamphlet has appeared on the Formosan question. It has been written by a gentleman who is strongly imbued with pro-Japanese ideas, and as it is composed solely with the idea of lauding the Japanese, and attacking everybody who was opposed to them, its facts and arguments must be taken *cum grano salis*. It is believed that it is intended by the Government for circulation abroad, where, from its fallacies not being detected, it will pass as history. A pamphlet is also announced by the same author on the Simonoseki question, and another is, we believe, in preparation on the Kagoshima bombardment.

The most extensive and destructive fire that has occurred in this Settlement for a long time past has happened at the Japan Hotel. At about 1 A.M. the fire-bells began clanging forth their alarm, and the slumbering community, aroused from its rest, thronged to the scene to witness and assist at the conflagration. A light northerly breeze fanned the flames, and at one time it seemed as if the fire was going to be more extensive than it ultimately turned out to be. As it is, the damage done is great, and the total loss of buildings and property generally cannot fall far short of \$25,000. The engines soon arrived and took up a position on the Bund, the nearest point where water was to be had, but unfortunately it was low water, and for a considerable time the flames roared on unchecked. A scanty supply was at length obtained, but far less than the requirements demanded. The whole hotel and out-houses were soon enveloped in flames, and beyond hope of saving, so the efforts of the fire brigades and others were directed to save the surrounding buildings if possible. The out-houses of the premises on Main-street occupied by Messrs. Durand and Culy, however, soon caught and were destroyed, together with a Chinese exchange shop that formed the corner on Main-street. The shops of a shoemaker of the name of Dominique, and some Chinese that adjoined the hotel, and formed part of the little cross street in which the hotel stood, were likewise burned down, the occupants fortunately managing to save the major portion of their stock-in-trade and effects. Durand and Co., saddlers, were burnt out. They were uninsured, but saved a large portion of their goods. The buildings opposite the hotel and the destroyed shops were saved with the greatest difficulty. They frequently caught fire, but the

vigorous efforts of the firemen as often put out the flames. Another fire has occurred, which destroyed a ship-chandler's store situated at No. 31.

Mr. A. E. Olarovsky, a member of the Commission for the transfer of Saghalien and the Kurile Islands, having arrived, it is expected that the *Vladnick* will start in a few days to fulfil her mission. The Russian and Japanese Commissioners will, it is expected, first proceed to Saghalien, where the formalities of handing over that island will be gone through. From thence the *Vladnick* will proceed to the Kurile Islands, where similar ceremonies will take place. As, however, the Japanese Commissioners wish to visit the three largest islands of the group some time will necessarily be consumed there. The ship will from thence proceed to Petropavlovsk for coal, and will then return to Yokohama. Meanwhile the Russian Commissioners are staying at the Okurasho, in Yokohama, as the guests of the Japanese Government.

The case of Lum Hok Pang, the defaulting compradore of the Deutsche Bank, who embezzled some \$28,000 belonging to the Bank, will hardly be forgotten. He has been in prison ever since, and still is, though his accomplices have been released. The compradores and Chinamen generally of Yokohama have started a subscription to raise a lump sum, which it is intended to offer as a compromise to the Deutsche Bank if the Bank will get him released from prison. The sum to be offered, we hear, will be about \$7,000, or a fourth of the money embezzled. Yung Cho, late compradore of the Comptoir d'Escompte, has been ordered by the Japanese authorities to make good the sums of money—amounting in all to \$7,867—which he paid away by order of the defaulter Cantelli. He is held to be responsible because he failed to inform the manager or the Bank of the payments he had made by order of Cantelli.

There has just been issued a neatly-printed translation of the Gospel of St. Luke, prepared by the committee of the American Bible Society in Japan. The translation is printed from wood blocks, on Japanese paper, and is in the simple Hiragana characters, so that all may read. It is illustrated with a coloured map of Palestine. The book is to be sold at a cheap rate. If there should prove to be a popular demand, the committee have it in contemplation to publish a very large edition, to be sold at an extremely low price, and also for gratuitous distribution.

Four seamen of the *Jessie McDonald* have been charged before Mr. Robertson, H.B.M.'s Consul, with refusal of duty. As this was the second time the prisoners had been charged with the same offence, they were sentenced to four weeks' hard labour each, to be put on board should the ship leave before the expiration of their sentence.

The Consuls at Hiogo have resolved—"That a Memorial Tablet be placed in the Union Church Kobe, to the memory of the late Daniel Turner, Esq., U.S. Consul for Hiogo and Osaka, and that an expression of the deep regret of the Consular Body at Mr. Turner's death be drawn out to be sent to the family of the lamented Consul."

Several very successful Promenade Concerts have been given in the Public Gardens.

The Pacific Mail Company's steamer *City of Tokio*, from Yokohama 24th August, arrived at San Francisco on the 10th inst. The following summary of news has been telegraphed to New York:—

The Russian and Japanese Commission have sailed to complete the transfer of the Kurile Islands to Japan and the Saghalien Islands to Russia. On retiring from the Japanese service next month, General Le Gendre will receive the first Imperial decoration ever offered to any foreigner. The question of the Korean invasion remains unchanged. The most influential members of the Government are against it, though they are not in the majority.

Judge Richardson, of the United States Court of Claims at Washington, and Commander Lewis, of the U.S. steamer *Fantie*, while travelling within the Treaty limits of Yokohama, were arrested by local officers, and sent back to the Foreign Settlement. The act was undoubtedly illegal, and was immediately recognised as such by the Government at Yedo, which took immediate measures for an investigation of the case before any complaint had been made of the offending parties; and they were promptly punished, and such apologies were offered as to give full satisfaction to the gentlemen concerned.

## CHINA.

### PEKING AND TIENTSIN.

The Tientsin correspondent of the *Celestial Empire* writes as follows:—

This is a very dull time in this part of the world, for the foreign inhabitants are scattered far and wide, seeking some relief from this steaming mudhole. The little Emperor may imagine that the prayers he has ordered have done wonders, but he should have told his deities how much he wanted, for now the crops are in danger of being spoiled or swept away. The Chinese say that this year the Empresses-Regent have reverted to the old order of things, and have ordered Buddhist and Taoist priests to pray for rain.

H.B.M. ship *Mosquito* reached this port from Chefoo on the evening of the 30th July, bringing Mr. Mayers of the British Legation, who awaits the arrival of Mr. Wade, who is supposed to be on his way with the ultimatum of his Government in the Margary case. What that ultimatum may be no one of course knows. The possible existence of an ultimatum at all, after these months, causes considerable commotion among the Chinese officials.

On the night of the 23rd July four sailors on board H.B.M.S. *Dwarf*, all of whom were in irons awaiting trial by court-martial, left the ship in company with a marine named Robinson, who was supposed to be guarding them, but who evidently unlocked their chains, and assisted them to take advantage of the temporary absence of the quartermaster on duty, and pass over the gang-plank. The four men subsequently gave themselves up at Taku to the British Consul there, having made a vain effort to reach Chefoo overland. The marine was deserted by them at some point on the way, having been overtaken by sunstroke, and has not yet been found. The sweets of liberty do not prove to be all that the imagination of these poor fellows painted them.

It is reported that the Che-hsien of Tientsin has been degraded from office, and will be replaced in a few days, on account of failure to arrest all the robbers who murdered a family at a village thirty li distant from here last week. He has made it sultry for the whole staff of constables, who will probably continue to eat bitterness for some time to come.

The river is very high, and the flooded places on the Tientsin side between Chang-chia-wan and Ma-tou are several miles wide. The rains in the hills and near Peking have been much heavier than at Tientsin.

A sailor on a Dutch vessel, the *Beethoven*, has been dangerously stabbed in an affray on shore.

#### SHANGHAI.

The present mail brings advices from this port to the 8th August; the French mail from London June 25 was received on the 3rd August. The following summary of news is from the *North China Herald*:—

On the 3rd August another batch of about 100 Chinese soldiers marched through the Settlement, but this time, as far as we can learn, were quite well behaved. They were perfectly amenable to the one or two police on the spot, who restrained them to the open space of ground in front of the public garden, while they persuaded two boatloads of sick, who appeared in a deplorable condition, to move further up the river before landing. On the morning of the 4th another body of nearly 2,000 soldiers, headed by the usual proportion of banner-bearers, marched along the French and English Bunds to the Soochow Creek, both banks of which, we believe, they lined for a considerable distance. The object of the display was apparently to do honour to the corpse of a high military mandarin, which was to be taken that way on the route to its final resting-place. On the march the men were exceedingly quiet and well behaved; but we are informed that, while halting at the creek, their conduct was not quite so good, as will be seen from the following memorandum furnished us by the agent of the Great Northern Telegraph Company:—

This morning, at seven o'clock, we found the telegraphic communication disturbed. The wires were evidently in contact together somewhere. At half-past seven it was discovered that a number of Chinese soldiers stationed along the Soochow Creek had placed their banners against the wires which follow that creek from Szechuen-road to Honan-road. I proceeded at once to the place, and counted seventy-eight banners resting against the wires, causing them to overlay. The police-sergeant in charge had already sent to the station for reinforcements; and whilst waiting for these a military mandarin passed. We complained to him through the medium of a native policeman, but although he well understood that the wires were "deen-seen" (telegraph), he rode away without taking any notice of our complaint. After the police reinforcement arrived, the soldiers were induced to clear their banners from the wires; but as I passed up and down the line some of them grossly abused me, and many of them dashed their banners against the wires. A number of them loaded their guns, and others exploded percussion caps. I cannot say what the loading meant, but the guns were not fired when the boat with the coffin passed.

The appearance of these troops, in physique, bearing, and equipments, was much superior to that of the Formosa contingent who behaved so badly. Many of them were upright, stalwart men, evidently foreign-drilled, and their arms and uniforms were, for Chinese, in good condition. They were evidently picked for the occasion. The *Flamingo* has returned from Formosa, with another cargo of troops, and anchored off Dent's godowns. This time, we are glad to say, the authorities ordered her up to the Arsenal, where she accordingly discharged her freight. There are now a large number of troops encamped round the outskirts of Shanghai, and we hear that there is a great deal of sickness in the camps.

The passage of Chinese troops through the Settlement was discussed at a Council meeting on the 26th July, and it was resolved to address the Treaty Consuls on the subject. The Council would prefer that Chinese soldiers should not be moved through the Settlement; or, where that is unavoidable, that infor-

mation may be given to the Police in order that measures may be taken to keep the peace.

We have received the Customs *Gazette* for the second quarter of 1875. The import of Grey Shirtings has been much less than during the corresponding quarter of 1874—1,126,379 pieces against 1,822,759; but the latter figures were exceptionally high. The import of T-Cloths, on the other hand, were more than double that of the corresponding quarter, viz., 794,136 pieces against 330,946; but those figures again were exceptionally low. Chintzes stand 20,000 pieces less than in 1874, and lower than they have been for three years. Turkey Reds nearly double the corresponding quarter, and about equal 1873. Camlets figure for 7,000 pieces more than in 1874, and nearly the same as in 1873. Lastings, 10,554 pieces, against 6,693; Long Ella, 31,053, against 13,440, the import being larger than it has been for four years. Lustres on the other hand stand lower than they have done for four years, 26,716, against 49,479. Spanish Stripes show an increase of 5,000 pieces. The import of nail-rod Iron was exceptionally large, 73,753 piculs; that of Lead 19,000 piculs less than in 1874. Opium shows a considerable decline in Patna and Benares kinds. There has been an enormous import of Kerosine oil, twelve times greater than in the same period of 1874. The Internal Transit figures call for no special remark, except the large quantity of Sugar sent inland under pass, and a considerable increase in nail-rod Iron. The revenue of the quarter was Tls. 788,628, against 825,264 in 1874, and Tls. 794,531 in 1873.

About nine o'clock on the evening of the 3rd August the fire alarm-bells were rung, a strong glare in the sky apparently indicating that a fire of some magnitude had broken out in the French Settlement. The various fire-brigades with the Hook and Ladder Company turned out with their usual alertness, when information was received from the French Police Station that the scene of destruction was somewhere in the Tunkadoo district, and therefore along a road impracticable for fire-engines. It was found that a large timber-laden junk, moored close in shore at Yuen-zing jetty, nearly opposite the old cathedral, was burning furiously. It was nearly low water, and a large fleet of junks, almost all with timber on board, were aground, some of them dangerously near the flames. Fortunately the wind blew off the river, and the burning vessel being the nearest inshore, it was thought likely the fire would not extend to the others. The Chinese turned out in thousands, and as nearly every one carried a lantern hoisted on a bamboo, the sight was a novel one. The district magistrate and other native officials were present, with several detachments of soldiers, and companies of firemen with their useless little engines. Only one of these was got into active use, the man with the nozzle standing about thirty yards from the junk, and exerting himself greatly to cause the water to spout more than a dozen feet towards the flames. The fire burnt itself out without doing further damage.

The last number of the *Wan-kuo Kung pao* contains an abstract of memorials on Foreign Affairs and other questions of State policy that have been lately addressed to the Chinese Government by the Chief Mandarins in the Empire. They are supposed to be secret, but have shared the usual fate of official secrets. Rumours of them have from time to time got abroad, and now at last the whole abstract prepared for submission to the Cabinet has found publicity. Judging from it, these memorials must be among the most important State papers that have been penned in China. Eight memorials are quoted—from the Viceroy of Chihli, the two Kwang and the two Kiang, the Governors of Shantung, Anhwei and Fohkien, and certain Peking magnates. Chief among the subjects advocated, are the appointment of Ministers to foreign countries; Li Hung Chang specially urges the case of Japan, and that measures should be taken to seek out and train officials who may be utilised in foreign matters when needed. The memorials are no doubt in response to an appeal from the Central Government, such as was made at the time revision of the Treaty was being pressed. Their purport is that it is clearly time for China to relax her policy of concentration within herself, and to go out into the world; and there are three from the Yamén itself, approving the tenor of the collective suggestions.

The decision of the Registrar and Merchants, in the reference case "*Fusing v. Ocean*," has been given. The total of the claims on behalf of the *Fusing*, her cargo, officers', crew's, and passengers' effects, was Tls. 197,742.93, the sum allowed being Tls. 141,335.56. On behalf of the *Ocean* the sum allowed was Tls. 29,079.01. This, under the law limiting the *Ocean's* responsibility to £8 per ton, as decided by Sir E. Hornby on the 19th June, leaves the *Ocean* a loser of about Tls. 85,000 by the catastrophe, of which she has to pay roughly Tls. 55,000 to the *Fusing*. The sum to be paid will bear interest at 6 per cent. from the 1st June until payment.

Several cases of heat apoplexy, or sunstroke, have occurred in the settlements, one of them terminating fatally. The deceased, formerly steward of the barque *Corea*, came to reside at Hongkew, where he was found by a foreign constable lying in the roadway, nearly insensible, and taken to the police-station. Dr. Macgowan was called in, and at once applied ice and other remedies, and then directed his removal to the General Hospital. He was taken there, but never rallied.

A meeting of the Artillery has been held to talk about reor-

ganising the corps. It was resolved to dissolve the existing organisation, and to meet again the next night to reform the Company and elect officers. At a second meeting Mr. J. H. Scott was unanimously elected captain. Mr. Scott, it will be remembered, was the first captain of the Company on its organisation in 1870, and resigned when he left Shanghai shortly afterwards.

Good hopes are entertained of saving the *Fusiyama*. The water has been reduced thirty-four inches, and as much of the submerged cargo as could be got at has been fished up. Another powerful pump has been sent up, with which it is expected to free the wreck of water sufficiently to enable the leak to be got at.

We understand that the Quinsan magistrate has been removed by his superiors, who are dissatisfied with his proceedings in regard to the attack on Mr. Cooper. We are glad to notice such an energetic step, and hope that we shall soon hear now of the matter being carried to a conclusion.

On the 3rd Aug. an open cargo-boat, containing an overload of kerosine, was capsized in the river opposite the Naval Yard, through the swell on the turn of the flood-tide. There was the usual scramble consequent on such accidents. With the exception of forty-eight cases all were recovered.

The Chinese gunboat *Foo-pao*, No. 4 of the Foochow fleet, is at present alongside the Hongkew Wharf, taking on board eleven heavy guns, ammunition, &c., destined, we believe, for the defence of Ningpo.

The offices of the Japanese Consulate have been removed to the building formerly occupied as the United States Consulate-General.

The *Celestial Empire* says :—

We regret to record the death, last Saturday morning, of the Baron von Gumpach. The deceased had, as it is well known, been actively engaged in literary pursuits, and at the very time of his seizure was supervising the proof sheets of his able and long-talked-of work, "Treaty Rights of the Foreign Merchant," which is now passing through the press. The Baron enjoyed a certain reputation in scientific circles in Europe as a man of brilliant parts—but heterodox to the verge of mania on many articles of universal acceptance. He openly avowed his scepticism in the oblate spheroidity of the earth, in the most elementary teachings of popular astronomy, and in the theory of gravitation. The works he has left behind him are probably more curious as a study for a speculative mind than valuable to the world at large from a scientific point of view. One of the saddest things about his death, however, is the fact that it was brought about, indirectly, by inanition. Severe mental labour, combined with periods of enforced abstinence from food, undermined the Baron's constitution, inducing first partial paralysis of half the brain, and then an attack of dysentery from which he never rallied. Such sustenance as he received he owed to the hospitality of friends; we believe he was almost, if not entirely, without the means of procuring food himself. With such splendid talents, and so admirably fitted as, with a better balanced mind, he might have been for a sphere of usefulness and distinction, it is deplorable to think he should have come to so premature and sad an end.

A correspondent writes us from Chefoo that the *Mosquito* went to the Promontory the other day having on board Mr. Mayers, who has been authorised by Mr. Wade to pay the widow of the man supposed to have been killed by Fawcett a certain sum of money. The lady, however, with virtue worthy of a Lucretia, indignantly rejects the proffered coin, which she persists in looking upon as a bribe, and continues to clamour for a head. No head having been forthcoming, however, for now nearly a year, the faith of the woman is great. But it is rumoured that the Chinese are egging her on in her refusal, and it is quite possible that they are anxious to keep the affair an open grievance.

The Pacific mail Company's steamer *City of Tokio* brings nine days later news, viz., to the 17th August, and the following telegram has reached New York :—

The British Minister, Mr. Wade, has left Tientsin for Peking there to deliver the ultimatum of the British Government with reference to the murder of Mr. Margary. Several Attaches of the British Legation preceded him on different dates to give the Chinese Government full and timely warning of the action which Mr. Wade would take. It is commonly understood that if his demands are not acceded to within twenty-four hours he will withdraw his Legation and declare open hostilities. These demands comprise a complete investigation of the case, the punishment of the offenders, and heavy pecuniary damages. It is not doubted that the Chinese authorities will agree to everything and pay the indemnity promptly, though as to the punishment of the guilty parties much evasion is expected. The relations between Mr. Wade and Li Hung-Chang while at Tientsin were not cordial.

The treaty between China and Peru has been ratified at Tientsin after a long delay and many difficulties.

#### FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* :—

We are informed that the reconstruction of the telegraph line

between this place and Amoy will commence on the 15th August, in compliance with the terms of contract. The Great Northern Telegraph Company's *employees* will be accompanied by a guard of soldiers. Some petty Mandarins will also join the working party; and the Viceroy has promised, we are informed, to afford every protection to the company. It remains to be seen whether these promises will be faithfully carried out. One point, however, is clear enough, and that is the absence of any real opposition to the line on the part of the country people. If the Chinese officials on the route refrain from exercising underhand influence over the peasantry and townspeople, there is every reason to believe that this desirable public work will be successfully accomplished.

The fact that British Piece Goods are no longer conveyed (or if conveyed, only in very small quantity) to the interior of this Province under transit passes—as provided by the Tientsin Treaty—may not be generally known. A glance, however, at the Customs' *Gazette* for the first quarter of the coming year will show plainly enough that the clause in the above-named Treaty, giving protection to goods of British manufacture, is virtually a dead letter. Briefly, then, there were, according to the Customs' *Gazette*, only fifty pieces of Cotton and Woollen Goods sent up country under transit pass during the first three months of the present year, against 17,000 pieces in the corresponding period of 1874; 36,000 in 1873; and 14,000 pieces in 1872. These figures are unmistakably clear, and should serve to indicate, beyond all doubt, how very remote is the prospect, under present circumstances, of foreign merchants or commission agents being able to take any advantage of privileges secured to them by treaty. We cannot but conclude that it has been the fixed object of the Chinese officials to ruin foreign trade in the interior; and if such a policy has been pursued, it has succeeded remarkably well.

The British barque *Min*, which arrived at this port on the 28th July, passed through a very heavy typhoon on the passage from Hong Kong.

#### HONG KONG.

Our advices by the present mail extend to the 14th August; the French mail from London July 2 was received on the 9th August.

A correspondent writes :—Another vessel has been taken by the Spanish gunboats blockading the Sooloo Islands, viz., the steamer *Sultana*, the property of the Sultan of Bonni, but chartered by him to the Victoria Trading Company of Labuan. She was commanded by Mr. Howard, late Surveyor-General of Labuan, and was employed in the trade between the latter place and the Sooloo Islands. She was a fast vessel, and had made many successful trips before she was captured in one of the rivers of Sooloo, through the treachery of some natives who had informed the Spaniards of her whereabouts. Mr. Howard had barely time to escape into the jungle, leaving everything behind him except the night clothes he had on. The *Sultana* is said to have had a valuable cargo on board belonging to British subjects.

We take the following items of intelligence from the *Hong Kong Times* :—

The new Government Wharf, near the Recreation Club, is now completed and ready for use. It is a substantial and well-built structure, and reflects credit on the Surveyor-General's Department. A wharf of the same description, to replace the one opposite the office of the Messageries Maritimes Company, destroyed last September, would be found exceedingly useful.

The threatened opposition on the Canton line will soon become a fact. The steamer *Ichang* will leave on the 16th Aug., for Canton, returning the next day. The *Ichang* is a nearly new boat, having arrived here in March, 1874. Her tonnage is 700 tons, and she has beam engines of 270-horse power, built by Mr. A. J. Inglis, of Glasgow. Since her arrival in China she has been engaged in the Yangtze trade.

We learn from the *Jornal de Macao* that three of the Annamite girls who, along with others, had been kidnapped by Chinese pirates, as reported by us, have been discovered at Macao, and hopes are being entertained that some more will be found. We are glad to hear that the Macao authorities have obtained a clue as to the whereabouts of the pirates, and are trying their best to bring the scoundrels to justice.

H.M.S. *Grouler*, Captain Walter Stewart, arrived in port the 7th Aug., having left Amoy on the 5th, where she was relieved by H.M.S. *Hart*, Captain Royse, in the duties of Senior Naval Officer of the Amoy sub-division of this station—a post the *Grouler* has occupied for the last fourteen months. Both the officers and crew of this ship having made many friends, not only at Amoy, but also at Swatow and Takao; part of their duty being to make monthly visits to the two latter ports. The departure of this ship from Amoy, her head-quarters, was the cause of much regret on both sides. A farewell dinner was given on board by the officers to their friends on the 3rd August.

We observe that the Martini-Henry rifle (the adopted arm of the British army) has been served out to the 80th Regiment, stationed here.

Inspector Burns has just retired from the Police Force, after ten years' service. He was a zealous and efficient officer.

The following items of intelligence are from the *Hong Kong Daily Press* :—

On the 9th August Mr. Bailey, the United States' Consul, received a deputation of some of the leading members of the Chinese community, who waited on him for the purpose of discussing the means of carrying out the new Act prohibiting the emigration of Chinese women to America for immoral purposes. After a good deal of conversation it was decided the Chinese should form a committee to assist the Consul in ascertaining whether intending female emigrants were of respectable character. It was also proposed that a place of rendezvous should be selected where women designing to go to America could assemble. Mr. Bailey expressed himself anxious, while seeing that the Act was faithfully observed, not to interfere with the emigration of respectable women.

The Lieutenant-Governor of Canton has written a despatch to the Board of the Coast Defences, summoning the head members to give an explanation why they issued a notification authorising the revival of the Wai Sing lottery, which was strictly prohibited by the Imperial edict last year, and why the members of the coast defences neglected the prohibitory edict. He further requested to know why they did not consult with him, and directed them on receipt of his despatch to immediately order the Wai Sing lottery to be stopped. They were also to prosecute a diligent search for the gamblers and punish them when caught. Finally, he demanded a prompt explanation of their conduct with reference to the matter, and expressed surprise that they should have under any circumstances sanctioned the lottery.

Since the Sam Shuay Lekin tax station was attacked by pirates, the Viceroy of Canton ordered the two head men of the Peh Kong coast-guard junk, named On and Yen, to prosecute search for the robbers; they, however, failed to find any of them, and the Viceroy has sentenced them to forty blows with the bamboo each, and threatens them with dismissal if they do not arrest the robbers within a month's time.

The authorities of Canton are seemingly conscious that their streets might with advantage be widened. Orders have been issued to the owners of houses destroyed by the recent fire in Tah Toong street to rebuild them two feet further back on each side. This will widen the street by four feet, no trifle in a Chinese city.

## STRAITS SETTLEMENTS.

### SINGAPORE.

The present mail brings advices from this port to the 21st August; the French mail from London July 16 arrived out on the 16th August, and the following P. and O. mail of July 23 was received on the 21st August. We take the following items of intelligence from the *Straits Times* :—

What is ultimately to be done with respect to the unconfirmed Government appointments is still unknown. Mr. Birch, our former Colonial Secretary, is holding an unconfirmed appointment as British Resident at Perak; Mr. Braddell, our late Attorney-General and present unconfirmed Colonial Secretary, is absent on leave; Mr. C. J. Irving, Auditor-General, is Acting Colonial Secretary; Mr. E. A. Irving, Assistant Colonial Secretary, is Acting Auditor-General; and Mr. Knight, Chief Clerk in the Audit-office, is Acting Assistant Colonial Secretary. Besides these, we have an Acting Judge of Penang, an Acting Lieutenant-Governor of Malacca, and several other officials absent on leave. It is evident that the public service must suffer unless the Secretary of State gives the changes his approval or relegates the various officials to their former positions, in which latter event it is to be feared the success of our policy towards the Native States would be seriously jeopardised.

Whether or not the appointees have the confidence of the Secretary of State for the Colonies, it is evident to all here that Sir Andrew Clarke's selections were made with a keen intuition of the peculiar fitness of the officers for the respective positions into which he placed them; and to entrust those duties to other officers, new to the Colony or to the work, must not only entail serious delay and confusion, but might be disastrous in its effects. The constant influx of new and inexperienced men from home or from other Colonies into the public service of this Colony, and their advancement into positions of grave responsibility, has acted deleteriously upon the working of those departments, and in some instances occasioned much confusion, that would have been avoided by the system adopted by Sir Andrew Clarke, of choosing the incumbents of his most important offices for their great experience and special fitness for the duties, rather than with regard solely to their official antecedents.

The telegram which reported the loss of the Messageries Maritimes steamer *Nera*, plying between this and Batavia, in connection with the company's main line from Europe to China, is confirmed. On the night of the 6th August, on the voyage from this port to Batavia, and when within eight miles of that port, she ran upon a reef near Horn Island and filled soon after. The mails, passengers, and crew were safely taken off and landed at Batavia, but the vessel was advertised to be sold at auction as she lay on the reef, from which it is evident that there was no probability of getting her afloat.

In addition to the proceeds of a concert given here by Mdle. Jenny Claus, the accomplished lady violinist, a subscription has been opened by the Consul for France for the relief of the sufferers by the disastrous inundation at Garonne; and though in our small European community the amount of the subscription cannot be very large, yet it is satisfactory to know that Singapore is contributing its mite to swell the fund for this charitable purpose. After generously devoting the proceeds of her first concert to charity, Mdle. Claus gave two or three excellent concerts here, and the fortnight has been more than usually gay, having been prolific of public entertainments.

The last *Sarawak Gazette* announces the formation of the Sarawak steamship Company, who have begun business by buying the *Royalist*, and they have another steamer, the *Rajah Brooke*, newly built, on the way out from home.

### PENANG.

Our advices extend to the 23rd August; the P. and O. mail from London July 23 arrived out on the 19th August.

The Penang Association held their third general meeting on the 4th Aug., and a full report of the proceedings appears in the *Penang Gazette* of the 7th Aug. The report is a very interesting one to read. There was a large attendance of the principal residents, European and Chinese, and the greatest unanimity prevailed. Mr. David Brown, of Messrs. Brown and Co., was Chairman, and opened the business of the meeting by a speech, in which he discussed in general terms the three important questions that were to be submitted in the shape of resolutions. The three questions were, the merely nominal power and responsibility of the Lieut.-Governor of Penang, the Penang Wharf Scheme, and the Government Sea Wall Scheme. Mr. Brown reiterated a former statement of his that the present position of the Lieut. Governor is a mere sham. The Wharf Scheme, he maintained, is an urgent necessity for the public benefit; if Penang is to compete successfully with other ports it must possess facilities for the quick discharge and loading of steamers. This scheme is the only one which will afford these facilities, and it in no way clashes either with the proposed Government Sea Wall, or the smaller scheme for a Roadway and Quay which was petitioned for in November last year. Mr. Walter Lorrain Hill, of Messrs. Lorrain Gillespie and Co. proposed the first resolution with regard to the Lieutenant Governorship. The resolution was :—

That the Committee prepare a letter to be forwarded through the usual channel to his Excellency Sir William Jervois, handing him a copy of the Memorial of May, 1873, and call his attention to the fact that no reply has been received thereto; and, also, reiterate the general wish of this Settlement, that full responsibility be put on the Lieutenant-Governor, so that he may be empowered to deal directly with questions affecting Penang and Province Wellesley, without reference to Singapore.

Mr. Ventre concluded with the following resolution, which was seconded by the Hon. J. B. Vermont, and carried unanimously :—

That the Committee be requested to take up the matter of the "Penang Wharf Scheme," together with the scheme of Government for erecting a Sea Wall and Quay, and to draw up a memorial for presentation to his Excellency the Governor, expressing the views of the community on the subjects to be laid before the next general meeting of the Association.

## Commercial Report.

(For dates see first page.)

### IMPORTS.

YOKOHAMA.—An improved demand had been apparent for Yarns and Shirtings, but prices still kept low, though the former had somewhat recovered from the depression previously existing. Black Velvets had attracted attention at slightly improved values, and light weights of Turkey Reds had been rather more inquired for. Woollens remained dull, with exception of Mousselines, which were readily saleable at better prices. For Cloth some inquiry had commenced, but the rates offered scarcely induced business. In Metals small nail rod Iron had attracted some attention—sales were reported of about 150 tons at \$3.50 per picul and upwards, according to quality.

TIENTSIN.—A moderate business is reported with slight improvement in tone.

HANKOW.—There had been little or no improvement in the market. Excepting in Grey Shirtings there was scarcely any business doing.

CHINKIANG.—Messrs. Spencer and Wolff write from this port :—Dealers seem at last to have arrived at the conclusion that there is no likelihood of a further fall in Grey Shirtings, and, consequently, a fair business has been done during the past week at about the equivalent of Shanghai rates. The demand runs almost entirely on 8½ lbs. Grey Shirtings, T-Cloths and Fancy Goods continuing very quiet. Our market closes firm, with a strong upward tendency.

SHANGHAI.—The Chamber of Commerce Report says :—Cottons.—The fortnight has witnessed a fair business in Grey Shirtings, 6 lbs., 7 lbs., and 8½ lbs. have been very generally inquired for, and were sold liberally during the first ten days or so of the period under review. Later, holders have endeavoured to get a slight advance on previous rates, but with only partial success, buyers, as a rule, not being prepared to pay higher prices. The demand has run entirely on common goods, only one or two of the most favourite chops of superior Cloth

having been saleable at proportionate rates. Quotations may be called 4 to 5 cands. per piece higher, but for the moment they are more or less nominal. Heavy Shirtings have been sold at an advance on previous rates, but are not freely current. White Shirtings have been in rather better demand, but holders have had to accept low rates to effect any sales. T-Cloths continue extremely quiet, but prices are nominally maintained, there being no pressure to sell. Light weights of common Cloth are wanted to "arrive." English Drills have been more freely sold, but it has not been possible to establish any improvement in values. Jeans have been largely sold, and are worth 4 to 5 cands. over the quotations of a fortnight ago. They could still be placed on those terms, but the higher rates asked by holders seem to check business. Fancy Cottons.—Not much doing, little change in prices. Velvets have been in demand, and present rates are firm. Woollens have been in better demand. Spanish Stripes: Market strong with good business. Medium Cloths: In moderate inquiry at unchanged rates. Long Ells are in small stock, and the quotations given are well maintained. Common Crape Lustres have declined considerably.

HONG KONG.—A large business had been transacted in Yarns during the fortnight, at slightly advancing rates, buyers having been attracted by the low prices ruling for this article. In Piece Goods, only a small business had been done, but prices continued firm.

BATAVIA.—There had been no improvement whatever in the market for Cotton Manufactures. The business transacted during the fortnight had been on the most restricted scale for the season of the year, and the tendency of prices was decidedly downward. It was, however, hoped that the somewhat better telegraphic advices from home would prevent a further decline in this market.

CANTON.—Lead: Quotations were—L.B. \$3.55 to 8.60, and W.B. \$3.60 to 8.65. Small sales had been effected at these rates. Quick-silver had declined in value, and was quoted at \$105 to 106 per picul.

SINGAPORE.—The arrivals with general cargoes had been the Henrietta from Amsterdam, the Kate Carnie and steamer Naples from London, and the steamer Diomed from Liverpool. The market had been quiet but steady during the fortnight. Advices from Manchester had been in favour of importers, and in some instances a slight advance in quotations was noted, but owing to the unsatisfactory nature of advices from the outports the business done had been very limited.

PEWANG.—The demand for imports generally had been quiet, but still transactions in the aggregate had been larger than during the previous fortnight; prices as a rule remained unchanged but rather weak.

## EXPORTS.

### TEA.

YOKOHAMA.—Settlements of Tea had continued on even a larger scale than for the preceding fortnight, being estimated at 14,000 to 15,000 piculs. Prices had become decidedly firmer, at an advance of \$1 to 2 per picul. The John MacKean had sailed for San Francisco, and the Mora, Walton, and s.s. Galley of Lorne (via Hiogo, China Ports, and Suez Canal) had sailed for New York. The P. M. S. Company had reduced the rate of freight per City of Tokio to 3 cents. per lb., gross weight, to New York.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—Date of our last was 28th July, since when but a small business has been done here, viz.—594 chests, 4,424  $\frac{1}{2}$ -chests, and 1,300 boxes at 1s. 1d. to 1s. 2 $\frac{1}{2}$ d., and 1,024 chests, 1,536  $\frac{1}{2}$ -chests at 1s. to 1s. 0 $\frac{1}{2}$ d. Sales consist chiefly of Oonfars which have ranged from Tls. 14 $\frac{1}{2}$  to 17 $\frac{1}{2}$ ; Toong-shans and Soong-yongs realising Tls. 13 $\frac{1}{2}$  to 17 $\frac{1}{2}$ , and Young-low-toongs Tls. 13 to 14 per picul. The second crop leaf is now pretty well all to hand, but no third crop has yet arrived. We should have musters in a few days. Customs export shows three millions excess over last year and this does not include the cargo of the "Aegean" now nearly complete.

KIUKIANG.—Black: Settlements since 20th July amounted to 1,547 half-chests, all other arrivals had been forwarded to Shanghai on native account.

Export from the commencement of season to 3rd			
August, 1875	...	...	18,148,155 lbs.
Ditto 3rd August, 1874	...	...	16,903,786 lbs.
Increase, 1875			1,244,369 lbs.

SHANGHAI.—Black: The decline recently quoted brought several new buyers into the market, and an active business had resulted at prices about on a par with selling prices ruling in London during the spring months of this year. Supplies had been liberal, and the stock showed an increase of about 4,000 chests. Third crops had not yet come to hand. The export continued to be about 3,500,000 lbs. over last season's at same date. Steamers were still preferred to sailing vessels, although the amount of new Black Tea from China, due in London before 30th September, is about 75,000,000 lbs., against 56,000,000 lbs. last season. Settlements are 35,600 chests; shipments on owners' account, 1,900 chests; stock, 34,500 chests. Quotations: Hohow Os. 10d. to 1s. 6 $\frac{1}{2}$ d., Oonam and Oanfas Os. 10 $\frac{1}{2}$ d. to 1s. 4 $\frac{1}{2}$ d., Ning chow 1s. 0 $\frac{1}{2}$ d. to 1s. 8 $\frac{1}{2}$ d., Oopack Os. 11d. to 1s. 4 $\frac{1}{2}$ d. Green: In the early part of the fortnight Pingsueys with any quality were taken to a fair extent, and prices gradually hardened until an advance of fully a tael was established. Subsequently, owing probably to the unsatisfactory character of most of the chops on offer, less demand had existed, and teamen were more anxious to rid themselves of their stocks. Several chops of Taiping and Fychow kinds had been taken at about last rates. The Teenkai market remained unopened, teamen being very slow to sell their produce at prices which leave them a heavy loss. Moyunes were expected in about a fortnight from date.

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—Owing to the unfavourable telegrams received from London, with reference to the reception of the new Teas, there has been a considerable falling off in the daily settlements during the past week. Buying is now confined to a very limited number of operators, and the market closes extremely quiet.

AMOY AND FORMOSA.—Amoy Congous: Settlements had gone on steadily for the colonies at rather easier rates. Amoy Ooloongs: Some trifling transactions were reported for the London market, but prices had not transpired. Formosa Ooloongs were quiet, a good deal of medium quality, belonging to Chinese, being on offer without attracting buyers. Really fine teas were in request, at full rates, but the supply was extremely small.

CANTON.—Messrs. Deacon and Co.'s Report says:—There has been rather more inquiry for Teas during the past fortnight, but the aggregate of settlements is again very small. Buyers display little eagerness to recommence business, but teamen now appear somewhat more ready to listen to offers; and it is likely that before very long prices will be ruling more in accordance with selling rates at home. The picking of the fourth crop leaf has commenced and the weather so far has been favourable; it is reported that a large quantity of the leaf is being made into Congou; the present dull state of our market here and the likelihood of low prices ruling for the remainder of the season, giving natives but little inducement to prepare Capers. Congous.—The few purchases recorded show a slight decline on rates of the previous mail. From Macao shipments continue to be made, and at that port also prices have been in favour of buyers, especially for clean common sorts. A large proportion of the stock is of a very mixed and inferior character, containing a considerable quantity of spurious leaf. Scented Teas: A few small parcels are reported as settled, and for these teamen have submitted to lower rates. Natives are beginning to feel that they have held out nearly long enough and are showing signs of meeting buyers; they, however, have not yet reduced their prices sufficiently to induce business, though they would accept a decline of about Tls. 2 $\frac{1}{2}$  to 3 on prices of a month ago. A small business has been done in Pekoes, and has been confined with one exception to "long leaf" kinds; of these fine and finest have been taken at former rates, while medium teas at Tls. 19 show much better value than previously. One chop of "new-make" has been settled on rather easier terms at Tls. 13. Canton Greens: Only 500 boxes have been settled during the fortnight. The following is a summary of the fortnight's business:—Congou, 700 boxes at Tls. 18 to 20 per picul; Scented Caper, 1,000 boxes at Tls. 15 to 24 per picul; Scented Orange Pekoe, 6,000 boxes at Tls. 13 to 33 per picul; Gunpowder, 500 boxes at Tls. 22 per picul.

### SILK.

YOKOHAMA.—A fair business had been done in this staple. Arrivals had been on a larger scale, and had met with ready buyers at a considerable advance on former quotations, thus preventing any accumulation of stock. A few bales of new Shinshu and superior Joshiu Hanks, also fair parcels of Hamatski, had been brought to market, and were taken up, chiefly by Continental houses. Several parcels of Oshiu native filatures had been settled at from \$600 to \$630 (equivalent to a cost of 22s. 3d. to 23s. 4d. in London, and f.61 to f.64 in Lyons).

SHANGHAI.—There had been hardly any change in prices, and just sufficient business going on to prevent holders feeling any uneasiness. The bulk of the transactions had been again in the common and medium grades of Tsatlees, although Kiabings were much inquired for, and (being in small stock) were difficult to buy even at some advance on previous quotations. Re-reels were taken for America to a fair extent for the steamer of the 31st July. The market closed with price just a shade in buyer's favour, owing to the smaller business of the week. Settlements for the fortnight, Chinas, 4,100 bales. Total settlements since 1st June, 1875, 23,700 bales; against 1874-75, 22,000 bales; 1873-74, 16,500 bales. Comparative unsold stock on this market on the 7th August, 1875, 16,000 bales; 1874, 18,000 bales; 1873, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report:—Recent telegraphic advices from London put the value of No. 4 Tsatlee 10s. 6d. per lb., but the receipt of such announcement has, so far, had hardly any apparent effect on this market, and we can only quote a very trifling decline in prices paid for No. 4 and common sorts, while the better classes show no change. Large shipments of Silk, previously contracted for, were made, by last French mail steamer, and there are still several hundred bales to go forward. Settlements on the market are estimated at about 700 bales. It is too soon to speak regarding fourth yield. The weather to date has been very favourable for producing. Loong-kongs: This description is quite out of favour and no sales have taken place lately. Long-reels: Parsees are said to have bought 160 piculs. Re-reels; 400 boxes (chiefly Lacklow) are reported under contract, for America. Stock is estimated as follows: 700 bales Tsatlee, 100 bales Loongkong, 150 bales Cumchuck and Lacklow, 50 bales Kowkong, and about 390 bales of inferior kinds.

## EXCHANGES, &c.

[For dates see first page.]  
ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s. ....	4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.
Shanghai " " " " " "	5s. 7 $\frac{1}{2}$ d.	5s. 8 $\frac{1}{2}$ d. to 5s. 8 $\frac{1}{2}$ d.	5s. 8 $\frac{1}{2}$ d. to 5s. 8 $\frac{1}{2}$ d.
Canton " " " " " "	4s. 1d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.
Hong Kong " " " " " "	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.
Macao " " " " " "	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.
Singapore " " " " " "	4s. 0d.	4s. 0 $\frac{1}{2}$ d. to 4s. 0 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d.
Manila " " " " " "			

### MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India ... ..	Rs. 307	220 $\frac{1}{2}$
" Hong Kong ... ..	£27 $\frac{1}{2}$ to 28 $\frac{1}{2}$ dis.	
Bar silver ... ..	Tls. 111.3.5	9 prem.
Mexican dollars ... ..	73.5.0	nominal.

## Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Sept. 18, Naples (str.), Paraguay (str.).  
 At SHANGHAI.—From London, Sept. 18, Glenartney (str.); 22, Teviot (str.); from Liverpool, Hector (str.); from Greenock, Pau-Tah (str.); from Hamburg, Feronia (str.).  
 At HONG KONG.—From Hamburg, Aug. 7, Bellona (str.); from London, Sept. 22, Lorne (str.); from Liverpool, Patroclus (str.).  
 At BATAVIA.—From Glasgow, Sept. 18, County of Lancaster; from Antwerp, s'Gravenhage; from Nieuwe Diep, Prins van Orange (str.); from Rotterdam, Liberaal; from London, Aug. 13, Ceres; from Liverpool, 5, Mindin; 6, Olivia Davis; 8, County of Sutherland; from Glasgow, 6, County of Butte; from Rotterdam, 5, Mary; 13, Torrington (str.), Industrie, from Buenos Ayres; 5, Nuovo Guiseppino; from Algoa Bay, 13, Condor.  
 At SOERABAYA.—From Amsterdam, Sept. 14, Mr. Jacob van Lennep; from Rotterdam, 8, Ada.  
 At SINGAPORE.—From London, Aug. 18, Kate Carnie; from Algoa Bay, Chasoma; from Newcastle, Sept. 18, D. H. Watjen; from the Clyde, 22, Rajah Brooke (str.).  
 At PENANG.—None.

## DEPARTURES.

From YOKOHAMA.—For New York, Aug. 4, Galley of Lorne (str.).  
 From SHANGHAI.—For London, July 30, Priam (str.); Glengyle (str.); Aug. 5, Deerhound (loet).  
 From FOCHOW.—For London, Aug. 3, Sea Gull (str.); 4, Priam (str.); 7, Lord of the Isles (str.).  
 From HONG KONG.—For London, Africa (str.); Aug. 7, Priam (str.); 9, St. Andrew's Castle; for San Francisco, 11, Conquest.  
 From BATAVIA.—For Channel, f.o., Aug. 8, Bato; for Marseilles, 5, Les Bon Fils; for Holland, 7, Ary Scheffer; 9, Johan Lang; 12, Ortelius; 14, Amstelstroom; for America, 5, J. A. Brown.  
 From SOERABAYA.—None.  
 From SINGAPORE.—For London, Aug. 16, Priam (str.); 20, Glenroy (str.); for Hamburg, 17, Sarah Watson; for New York, Bengal.  
 From PENANG.—For New York, Aug. 19, East Lomond.

## VESSELS LOADING.

At YOKOHAMA.—For New York, T. A. Goddards, Ukadine.  
 At SHANGHAI.—For London, Menelaus (str.), Ascalon, James Shepherd, Zephyrus.  
 At FOCHOW.—For London, White Adder, Min, Endymion.  
 At HONG KONG AND CANTON.—For London, Ada; for New York, Faith, Harriet N. Carleton.  
 At BATAVIA.—For Holland, County of Argyle, County of Berwick, Equator, Waterloo, County of Sutherland, Kortenaar, Sindoro, Torrington (str.).  
 At SINGAPORE.—For London, Edeline, George Watson, Sea Star; for Liverpool, Carlotta; for Glasgow, Princess Louise; for New York, Kate Carnie.  
 At PENANG.—For London, Antipodes.

## FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, per steamer, silk \$4.50 per bale, tea £4 15s. per ton of 40 cubic feet; to New York, per sailing vessel, £2 15s. to £3 per ton.  
 From SHANGHAI.—To London, the rate per steamer is £3 to £3 10s. per sailing vessel, £2 10s.; to New York, by steamer, £4 10s.  
 From FOCHOW.—To London, by steamer, £3 per 40 cubic feet; sailing vessel, £2 10s. per 50 feet.  
 From HONG KONG AND CANTON.—To London, sailing vessel, £2 10s. per 50 cubic feet; by steamer, £3 5s. per 40 cubic feet; to New York, £2 10s. per ton of 40 cubic feet.  
 From BATAVIA.—To Channel, f.o., £3 5s.; to Holland, f.65.  
 From SINGAPORE.—To London by steamer, gambier £2 15s, pearl sago £3, coffee, pepper, and measurement goods £4, hides £4 10s, gutta £5; sailing vessel, £2 10s. dead weight, £3 light freight; to New York, tin, £1 5s., other dead weight £2 10s., light freight £3 5s. to £3 10s.  
 From PENANG.—To London, by steamer, tin £1, basket sugar £3 5s., tapioca, £3 10s., pepper £4, hides £4 10s., rattans £6.

## VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 25	Cordelia	Manila	Liverpool
" 27	Cicilie	Capetown	Manila
" 28	Mariane	Havre	Saigon
"	Emily Smith	Singapore	Albany
Aug. 1	Honigby	Falmouth	Cheribon
"	Lucia	London	Hong Kong
" 4	Nuevo Lantaro	Barcelona	Manila
"	Mindin	Liverpool	Batavia
"	Nueve Guiseppino	Buenos Ayres	Do.
"	Mary	Rotterdam	Do.
"	Jaemel	Mauritius	Manila
" 5	Charter Vuk	New York	Shanghai
"	Wm. van Naame	Do.	Anjer, f.o.
" 6	Henry	Algoa Bay	Order
"	Tarvitoo	Manila	Boston
" 7	Johann Carl	Hamburg	Bangkok
"	Jasemih	Manila	Boston
" 8	Alceatis	London	Batavia
Sept. 5	Osaka	Canton	London
" 17	Rona	Liverpool	Zebu
" 23	Hengist	Cardiff	Anjer, f.o.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 22, at London, from Rangoon, Delaide; from Akyab, Guinevere; at Falmouth, from Akyab, Wistawarf; 21, at Havre, from Akyab, Cesira; 22, at Hamburg, from Rangoon, Dora; at Rotterdam, from Rangoon, Lofvald; 23, at London, from Singapore, Proserpina; from Colombo, Dunelm; at Liverpool, from Rangoon, Armanalle; at London, from Ayab, Sollicito; at Falmouth, from Rangoon, Mary Ann, Belle Morse, Caroline; from Bassein, Battistina; from Maulmain, for Sunderland, Royal Visitor; at Queens-town, from Rangoon, Apeninno, Serra ed Elena; from Samarang, Idella; at New York, from Singapore, Our Annie; 21, at Bremen, Lycka Fill; 23, off Deal, from Batavia, for Rotterdam, Johanna Maria; 24, at Falmouth, from Rangoon, Amdrauth; from Bassein, Caterina G.; at Liverpool, from Rangoon, Pride of England; at Queenstown, from Rangoon, Princess Eugenie; at Queenstown, from Akyab, St. Bartholomew; 25, at Falmouth, from Rangoon, Jose Maria; 26, at Liverpool from Rangoon, Martaban (str.).

DEPARTURES.—Sept. 22, from Glasgow, for Rangoon, Bay of Bengal; from Cardiff, Moltke; from Sunderland, for Singapore, Lizzie Barry; 23, from London, for China and Japan, Venice (str.); for Colombo, Coldinghame; from Cardiff, for Singapore, Anna Bertha; 25, from Liverpool, for Rangoon, Theresa; 26, for Manila, Grunac Bar (str.).

SPOKEN.—Iphigenia, from Hamburg, to Hong Kong, Sept. 16, 46 N., 11.30 W.; Jacob Roggeveen, from Amsterdam to Batavia, 22, 49.30 N., 5.53 W.; Laju, from Newport to Hong Kong, 6, 34 N., 24.22 W.; Hopewell, from London to Hong Kong, Aug. 21, 8.31 N., 23.59 W.; Y.N.D.K., from Bordeaux to Batavia, 21, 13 N., 27 W.

MISCELLANEOUS.—Gibraltar, Sept. 23, passed Glengyle (str.), from Shanghai, for London, Malta, Sept. 16, arrived from Foochow, for London, Sea Gull (str.), Egeria (str.). Port Said, arrived Sept. 24, from London, for China and Japan, Lotus; for Shanghai, Viking; 19, from Nieuwe Diep, for Batavia, Conrad. Suez, arrived Sept. 22, from Batavia, and proceeded for Nieuwe Diep, Koning der Nederlanden.

## THE MAIL.

PRESENT INWARD MAIL.—BRINDISI, SEPT. 23.—The P. and O. Company's steamer Baroda, with the India, China, and Australian mails, arrived here at 2 A.M. to-day, and the mails left for London at seven this morning.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, SEPT. 20.—The P. and O. Company's steamer Cathay left here at 9 A.M. to-day for Southampton, where she may be looked for about the 3rd of October. Specie, £763,284.

NEXT INWARD MAIL.—MARSEILLES, SEPT. 27.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, arrived here at 6 A.M. She brings ninety passengers and a full general cargo, including 668 bales silk, 6,649 packages tea, and £1,510 in specie for London, which will be forwarded by the Company's steamer Euphrate, due on or about the 12th proximo.

INWARD MAIL DUE OCTOBER 18.—GALLE, SEPT. 19.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUZ, SEPT. 24.—The P. and O. Company's steamers Delhi and Nizam left here at 11 A.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF AUG. 27.—GALLE, SEPT. 20.—The Messageries Maritimes steamer Ava, from Marseilles 29th ult., left here to-day for Singapore.

OUTWARD MAIL OF AUG. 6.—SHANGHAI, SEPT. 18.—The P. and O. Company's steamer Geelong, with the London mails of Aug. 6, has arrived here.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, SEPT. 7.—The Rotterdam Lloyd steamship Hampton sailed this evening for Padang, Batavia, Cheribon, Samarang, Sourabaya, &c., with mails and passengers, 160 Dutch troops, and a full cargo of general merchandise, including a quantity of machinery.

A CORRESPONDENT informs us that the Treaty signed between France and Annam is of great importance, and will probably lead to the opening up of trade in Southern China. The French Government are to present to the King of ANNAM five steamers of 500-horse power each, 100 cannon, and 1,000 stand of small arms, as also to be under French protection in case of necessity. In return, however, for these benefits, he is to open up three of the Tonquin ports, and promote trade in the interior.

THE current number of *Vanity Fair* contains the subjoined paragraph:—

"We have a most grave and lamentable piece of intelligence to give. The Government have come to the conclusion that another war with China is inevitable, and every preparation is about, at once, to be made for it. The declaration of war or outbreak of hostilities is but a matter of Time."

We have authority for the announcement that the above statement is entirely without foundation.

In the Economic Department of the Social Science Congress now being held at Brighton, the question of the Opium Trade will be discussed, Mr. RICHARD, M.P., and others connected with the Anglo-Chinese Association taking part.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.  
No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.  
A REGISTER is kept of the Addresses of all Persons connected with the FAX EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST will be supplied on application at the Office, where files may be seen of the Journal published in those Countries.

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.  
The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £3 3s. per annum.

JAMES WEST, PUBLISHER,  
79 GRACECHURCH STREET, LONDON, E.C.

## The London & China Telegraph.

LONDON: MONDAY, SEPT. 27, 1875.

### THE PENDING NEGOTIATIONS IN CHINA.

THE mistake which was made by *The Times* correspondent in telegraphing the terms upon which it was stated the difficulty with China consequent upon the murder of the late Mr. MARGARY had been settled, is somewhat unfortunate, as tending very much to mystify the subject in the public mind. Previous to the receipt of the telegram in question, there was a marked unanimity among the leading journals as to the necessity of a decisive attitude being adopted. The nature of the case was well understood, and it was generally felt to be one in regard to which it was imperative that a firm stand should be made; and, but for the unlucky error which was fallen into, this feeling would doubtless have continued. The statement, however, that terms had been agreed to had naturally the effect of considerably altering the aspect of matters; and, although the majority of the leading papers were so far consistent that they pronounced the settlement as reported to be unsatisfactory, *The Times*, which has a predominant influence upon opinion in England, very greatly modified its tone, and congratulated the nation upon an arrangement having been come to. Pending further details, it would be premature to speak definitely as to the nature of the mistake which has been made. In briefly noticing the subject in our last issue, we stated that it might possibly prove susceptible of a simple explanation, and shall look with interest for detailed news on the subject. It is quite possible that there may have been some foundation for it, and that negotiations had been very nearly brought to a conclusion upon some such basis as that which was indicated in the original telegram. It is, however, very important whether the investigation into the murder of the late Mr. MARGARY is to be made by a joint Commission of English and Chinese officials, as originally proposed, or to be proceeded with merely by the mandarins, under the direction of LI-HUNG-CHANG. In the former case there is a chance that something like the truth may be arrived at; but if the Chinese be left to investigate the affair by themselves, we know only too well the plausible shuffling to which they habitually resort, and the small likelihood there is of any satisfactory conclusion being arrived at. It is noticeable that, although *The Times* at first backed up the reported settlement of the affair, it saw reason to modify its tone in a second leader upon the subject (which we reproduced in last issue), and was disposed to doubt whether the terms stated to have been agreed to would really form such a conclusion of the affair as would be in accordance with the rights of the case or the necessity for maintaining our prestige. It is to be hoped that the Government have given Mr. WADE the necessary instructions and powers to maintain a firm attitude in the matter. What he may do will, of course, depend upon the view taken by the Foreign-office, as, unless he be backed up at headquarters it will, of course, be impossible for him to negotiate satisfactorily. At present little is known of the view which is adopted, but there is reason to believe that the gravity of the matter is not overlooked, and that, although the Chinese may succeed in creating some delay by the plan of despatching a Special Ambassador, that official will not find it so easy a matter as is probably imagined to satisfy Earl DERBY on the subject. The precedent of

CHUNG HOW's visit after the Tientsin Massacre no doubt affords great encouragement, but it is not to be overlooked that, at the time of his arrival, France was in the throes of a gigantic war at home, and was not in a position to face complications in distant parts, where also her interests are small in comparison with those of Great Britain.

### SURVEY OF THE CHINA SEAS.

THE telegram received regarding the accident to the P. and O. steamer *Sunda*, occasioned by her striking on a sunken rock, though it does not mention whether the danger is a known or unknown one, brings forcibly before us the necessity for a re-survey of the coast, more especially on the steamer track between Hong Kong and Shanghai. There is nothing more perplexing or disastrous than the idea that the coast line may have hidden rocks, which captains are not acquainted with, and it is, and has been for long, a complaint of commanders of vessels that, from the continual discovery of unknown dangers a feeling of mistrust naturally interferes with their course of navigation. It is perfectly well known that an active volcanic strata lies, sub-marine, between the continent around Amoy and Swatow, and the groups of islands lying between Hong Kong and Australia, and what continuous revolutions in the formation and position of rocks and shoals these movements may cause cannot, of course, even be conjectured. As we have said, we are in ignorance as to the rock on which the *Sunda* has struck, but it will be remembered that, not very long ago, another P. and O. vessel, the *Madras*, came to temporary grief on a sunken and unmarked reef at the entrance to the harbour of Swatow. Some years ago, also, the Oriental Steamship Company's steamer *Ulysses* struck on a rock not far north of Hong Kong; but though a notification was issued by the harbour authorities, no practical testimony was gathered as to the captain's observations as to position being correct, which might easily have been done, had a gunboat gone out and investigated the matter. There may be a sunken rock, or there may not. But these rumoured dangers are of more trouble and anxiety to navigators than those they know of, for they have not only to keep a sharp and keen outlook to steer clear of dangers which are, but also of dangers which may be. Thus, when dangers are reported, they should be investigated as to their reality. But while the China coast has been so successfully supplied with lighthouses, it would be well were the steamer tracks resurveyed; and surely the numerous gunboats, idling about the coast ports, might be supplied with an officer capable of making surveys, and by degrees, the matter could be arranged. Apathy is the ruling idea of things relating to China, but, possibly, a man-of-war may strike a sunken rock some day, and then the mercantile navigator will get some attention paid to the clear marking of his highway at sea.

### RUSSIA AND KHOKAND.

IN a recent issue we briefly recorded the news of a decisive victory which General KAUFFMANN had gained over the insurrectionary troops in Khokand, and now we learn by telegraph that another of the Khanates of Central Asia has been virtually brought under the dominion of Russia. Events have marched with startling rapidity, for in less than a fortnight from his last encounter with the enemy, General KAUFFMANN occupied the town of Khokand itself on the 16th of September, without meeting with any resistance at all. The greater portion of the Russian troops—our information runs—remained in the fortified camp outside Khokand; and we may, therefore, conclude that their opponents, sufficiently warned by their previous defeat, thought discretion the better part of valour, and quietly retired at their approach, leaving their leader to settle his differences with the Russians as best he could. The conditions imposed upon him by his conqueror have not been telegraphed in detail, but we are told that "all Russian prisoners have been set at liberty, and the Khan has agreed to all the conditions of peace demanded by the General." The basis of the arrangement, we presume, includes a Russian protectorate over Khokand, a monopoly of the external commerce for Russian traders,

and an annual allowance to the deposed Khan, who, we may remark, was the father of the leader who has so easily been made to succumb to the power which is gradually, but surely, spreading its sway over the independent Khanates of Central Asia. Khokand being now practically under the control of Russia, in much the same way as Khiva is, Kashgar alone now intervenes between Russia and the upper portion of the western frontier of the Chinese Empire. How long Kashgar, menaced both on the east and the west by its overwhelming neighbours, will remain independent, it would be rash to predict; but, perhaps, by judicious management, YAKOOB KHAN'S Envoy, now at St. Petersburg, may contrive to stave off the evil day, when Kashgar must almost inevitably share the fate of Bokhara, Khiva, and the other districts, which have, one by one, been compelled to give in their submission to the Czar of All the Russias.

#### THE MAIL SERVICES TO THE FAR EAST.

A LETTER has appeared in *The Times* regarding the time occupied in the transmission of letters to and from China and India. It has been known for long that the time could be considerably shortened, but the P. and O. service, having a contract to maintain a certain rate of speed, naturally object to enlarge their consumption of coal by increasing that speed. Their contract, moreover, being founded on calculated expenses of the work required of them, they have right and justice on their side, and, therefore, in the present age, it behoves the Postal Authorities to make some new arrangement towards facilitating the more rapid transmission of correspondence. It must be remembered that the class of steamer now in use is more powerful, and in every way is superior, to that formerly run by the P. and O. service. It is admitted on all sides that the route to China and India—or, at least, the time occupied on the route—might be shortened by almost a week. Proof of this is given by the frequent arrival of the French mail considerably in advance of its due date at Marseilles. It is a remarkable fact, however, that the French mail steamers on their outward voyages are, as a rule, behind time, while the English mails are more often ahead of contract date. The writer to *The Times* alludes to the deviation of the French mail to Saigon, but forgets that the English mail calls and remains six hours at Penang, a port which the French service altogether avoids. But, again, by the new Occidental and Oriental Company's steamers running across the Pacific, letters from Shanghai have been delivered in London considerably in advance of the time occupied by either the Brindisi or Marseilles route; and instances are on record of Hong Kong letters being carried by "outside" steamers, sailing subsequently to the departure of the mail boat, and posted at Suez, arriving in London at the same time as the mail. All these points suggest the necessity of alteration; and, with an accelerated speed, and increased facilities for shortening the detention at ports of call, it is quite practicable that, on the all-round voyage, a saving of some ten days might be effected, a period of time of immense value to those engaged in commerce. It remains for the Postmaster-General to take the matter under his careful consideration.

MR. CHARLEY, the member for Salford, is spoken of as the probable successor of Sir EDWARD CREASY in the Chief-Justiceship of Ceylon.

#### CHINESE PROFESSORSHIP AT OXFORD.

As we have already briefly announced, endeavours have recently been made with the very desirable object of founding an University Chair for the promotion of the study of Chinese Language and Literature at Oxford, and we are now enabled to add further particulars, which will doubtless interest our readers. Subjoined is a list of the Committee formed to confer with the authorities of the University; and though no actual agreement has yet been entered into (which, indeed, must depend on the extent to which public help is afforded) there is every reason to expect that a satisfactory arrangement will be made. It is proposed to raise by public subscription a sum which, with an equal amount that the Committee are hopeful the University will supply, will be sufficient for the adequate endowment of the Chair. It is also proposed that the Committee of Subscribers should have the first nomination to the Chair, the patronage of which

will subsequently rest with the University. The Rev. James Legge, D.D., LL.D., late of Hong Kong, has been nominated to the University authorities as the first Professor, and no wiser choice could be made. His merits as a Chinese scholar are so conspicuous and so well known that his name will at once occur to all our readers familiar with the Far East as the most fitting occupant of such a position; and it is a happy augury of success that at the formation of the Chair the services of so distinguished a scholar can be obtained, whilst his long and successful career as a missionary will attract to him the sympathies of a far larger class. We may add that the Jullien Prize, founded by the late distinguished sinologue, Stanislas Jullien, to be awarded annually by the *Académie des Inscriptions et des Belles Lettres* of Paris for the most valuable work on Chinese literature recently published, was inaugurated in June last by its presentation to Dr. Legge.

The importance of a Chair at one of our Universities for the special study of the Chinese language cannot be too highly estimated, and it is remarkable that no endeavour should hitherto have been made to found one. Our interests with that vast country are of great magnitude, both commercially and politically, and are destined to become still more important. Under such circumstances every facility that can be afforded for efficiently studying the civilisation and language of China becomes of moment. It is somewhat despicable to us as a nation, that with interests in the Far East exceeding those of all other European nations put together, we have allowed the Universities of France and Germany to anticipate us in this direction; and we appeal to all interested in the East, or in the cultivation of Oriental literature, to aid the efforts now being made by the Committee to obtain the necessary funds for an adequate endowment. The Committee is at present constituted as follows:—

Sir Rutherford Alcock, K.C.B., Chairman; Sir John Davis, K.C.B., Admiral Sir Charles Shadwell, K.C.B., Venerable Archdeacon Gray, of Canton, Rev. John Searth, Messrs. W. S. Brown, Eldred Halton, Thomas Hanbury, John Holliday, Robert Jardine, James Macandrew, Alexander Michie, Arthur Sassoon, Arthur Smith, T. Sutherland, W. Walkinshaw, Dr. Winchester, and Messrs. J. B. Taylor and Alfred Howell, Honorary Secretaries.

#### GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, SEPT. 21.

The season is fast advancing, the trees begin to drop their leaves, merchants, bankers, and the high class of Government people have returned to the city, and business once more resumes its normal progress. In politics there is as yet not much doing, but here we do not care about politics and diplomacy; self-government and free trade are what we want, and these pillars of public welfare are still in our possession. And really we need them for a good while yet, for notwithstanding the solid basis of Hamburgish business, yet the great crash, and the many little crashes that have been experienced throughout Germany, have not left us untroubled, and seventy-four millions of thalers, by the calculation of one of our cleverest financiers, is the sum which has been lost by our capitalists through unproductive and unpracticable speculations. This sum certainly does not signify much for a place of such importance as Hamburg, but it is, anyhow, a drawback. But let us take a look around. Regarding our communication with East India and China I have to report the departure of the *Galatea*, s.s., Captain Boehm, belonging to the "Deutsche Dampfschiffs Rhederei," which vessel left our harbour on Sunday last. She did not go to sea directly, but came to an anchor on the lower river, to take in some more cargo, and went to sea yesterday evening. Notwithstanding her staying here a week over her advertised time she has not been able to obtain a full cargo, and therefore goes to London to fill up. Her cargo from here consists for the greater part of unmanufactured iron in different shapes, glassware, &c., and her cabins are occupied by about twenty passengers. Next in turn will be the *Egeria*, s.s., which is taking the berth now, and will be despatched at the end of October. A splendid new steamer for the same employ is being built at Kiel under the inspection of Captain Johannsen, who formerly commanded the *Galatea*, an able and experienced sailor, well known in the Far East. The steamer *Altona*, belonging to Mr. von Pustau, at Altona, is expected from China via London, in a few days. This steamer has recently been under the command of an English captain, but as the German shipping Act does not allow of foreign commanders carrying the German flag unless they hold a German certificate, the present captain will either have to pass his examination in Germany, or give up his place to a German master. The trade between Hamburg and the East for sailing vessels is falling off more and more; in fact, rates of freight on the China Coast are too low to induce owners to send out their vessels, and one of our most active brokers has been running about some six weeks after a vessel to take the berth for Tientsin, without being able to obtain one. Our countrymen at the small ports on the eastern coast of Schleswig-Holstein seem not to be of the same opinion, and only a few days ago a splendid new full-rigged ship, the *Taiwan*, Captain Tesen, specially built for the China coasting trade, went to sea from Sonderburg, where she was built. The number of sailing vessels on the berth for the Far East is at present only five, viz., the *J. H. Wappana*, Diedrichsen, for Penang and Singapore; the *Norma*, Runge, for Singapore; the *Marie*, Petersen, for Manila; the *Formosa*, Schween, for Hong Kong; and the *Condor*, Steffens, for Chefoo. The *Esmeralda*, a splendid new barque-rigged vessel, belonging to the well-known firm of A. T. Herz and Sons, and commanded by Captain Hansen, an old China trader, is gone for the first voyage to Cardiff, to take out coal to Singapore, and very likely will remain to be employed in the coasting trade. Our coal-labourers, that is to say, the men that "jump" the coal

out of the many steam-colliers now in trade between here and the eastern coast of England, have of late felt somewhat uneasy owing to a rumour being spread that the directors of the Koln Minden Railway were going to lower the rate for the transport of Westphalian coal another twenty per cent. This, of course, would enable the Westphalian coalpits to undertake a successful competition against English coal; but the report has not yet been confirmed from any side, and the fact remains that, on the average, English coals are uniformly better than Westphalian. The trade in general is very quiet, and it is to be feared that at the close of the year the arrivals and departures in our river will be a good deal fewer than what they have been in preceding years.

The lack of enterprise which has characterised business operations during the past two or three years will be found fully reflected in the statistical details which are given below. The opinion generally entertained that the lowest point in the downward movement of trade for the year 1874 had not been reached, and that the total results would indicate no improvement is unfortunately fully supported by facts, and it will be seen that although there was an increase upon 1873 of about 170,000 tons in the weight of the goods imported, the value shows a decrease of nearly nine and a-half millions sterling upon the previous year, and of more than thirteen millions as compared with 1872. The falling off in imports is partly to be attributed to the large decrease in bullion. Total imports of Hamburg:—

	Weight.	Value.	From Great Britain.
1870	... 52,877,850 cwts.	... £54,761,000	... £17,269,711
1871	... 68,186,321 "	... 89,360,490	... 36,886,237
1872	... 73,087,103 "	... 99,615,940	... 37,164,890
1873	... 68,649,198 "	... 96,003,316	... 32,202,374
1874	... 72,062,815 "	... 86,538,084	... 25,387,422

During the past week we have had a very interesting trial before one of our law courts. Ch. van Diemen and Co., a commission firm, that may perhaps be known to many of your readers, were charged with defrauding the Customs to the amount of 450,000 marcs. The members of the above firm are Ch. van Diemen and E. Friedrich, against whom, as their present domicile is unknown, the proceedings were taken *ad contumaciam*. Besides these two and several other minor persons, there was also a merchant, Bass, charged with being concerned in the frauds, and after a five days' trial the Court sentenced van Diemen and Friedrich to thirteen months' imprisonment with hard labour, and a fine of 3,165,396 marcs each (both are bankrupt, and each has consequently to undergo a further imprisonment with hard labour for eight months), and Bass to a fine of 544,500 marcs, or imprisonment for one year.

The steamers of the Hamburg-American Company to Aspinwall (Colon) continue to leave on the 8th of every month, and a through rate of freight and passage-money has been arranged by the Company for Japan and China, *via* San Francisco. Passengers who desire to avoid the fatigue of the railway from New York can proceed by this route, crossing the Isthmus of Panama, and proceeding thence to San Francisco, China, and Japan by the Pacific Mail Company. The passage-money from Hamburg to Yokohama is 2,410 marks (about £120), to Shanghai and Hong Kong 2,610 marks, or £130. The steamers of the line are over 2,000 tons, and well fitted.

The semestral balance of the "German Bank" is now made up, and shows a balance of about 8 per cent. After deducting from this the general cost and the dotations of the reserve fund in the same proportion as last year, there will, in all probability, if the second semester shows the same favourable result, remain an annual dividend of 5 to 5½ per cent., from which must be deducted the losses which the bank has sustained by the liquidation of the branches at Shanghai and Yokohama, as well as by the reduction in the value of silver, and by other circumstances.

The Siberian Trading Company's steamer *Vindex* has arrived at Wladivostok, and the chartered sailing vessel *Rovena*, from London, with cargoes for the stations on the Amoor. The report of the directors of this company will shortly be issued.

#### PRODUCE MARKETS.

A quiet feeling has prevailed in our markets during the past fortnight, and transactions have been of a detailed character.

TEA.—Business moderate, and only for consumption; quotations are—

	Marks per half-kilo.
Souchong, ordinary good middling ...	1.20 to 1.70
" fine ...	2.60 to 4.00
Caper ...	1.50 to 2.00
Saichong ...	0.90 to 3.00
Sesso, ordinary good middling ...	1.80 to 2.40
" fine ...	3.80 to 5.00
Orange ...	1.25 to 3.40
Haysanschin ...	0.90 to 1.80
Tonkay ...	0.90 to 1.80
Younghaysan ...	1.10 to 2.70
Haysan ...	1.70 to 3.60
Imperial, country ...	1.50 to 3.60
" Canton made ...	0.90 to 1.70
Gunpowder, Canton made ...	0.85 to 2.60

RICE has been in good demand and quotations are supported, viz.:—Bengal, 11 to 15 marks per 50 kilo.; Siam, Madras, Ballan, 8 to 11m. per 50 kilo.; Langoon, 9½ to 9¾m. per 50 kilo.; Bassein, 9 to 9¼m. per 50 kilo.; Arracan, 8½ to 9m. per 50 kilo.; Moulmain, 9 to 9¼m. per 50 kilo.

CORON is hardly inquired for; quotations, Bengal, 0.76 to 0.96m. per kilo.

SAGO.—Pearl in good demand at 20 to 26m. per 50 kilo.

SPICES.—Mace, 6.40 to 6.50m. per kilo.; Nutmegs, 6.40 to 7.00m. per kilo.; Cloves firm, 170.00 to 175m. per 50 kilo.; Pepper in moderate demand. Singapore, 110.00 to 111.00m. per 50 kilo.; Penang, 100.00 to 102 m. per 50 kilo.

EXCHANGE.—London, three months, 20.26 to 20.20m. per £.

## Naval and Military.

Major W. H. Burton, of the Royal Engineers, who has, for the last six or seven years, been stationed at Yarmouth, in charge of the Isle of Wight district, is about to be removed to Hong Kong. Assistant-Controller C. R. Shervington and Assistant-Commissary T. J. Kernaghan, of the Control Department, have also been ordered to Hong Kong.

The sentence on Brevet-Colonel Burton, R.M.L.I., who was recently tried by Court-martial at Devonport, was promulgated Thursday at the Royal Marine Barracks, Stonehouse. It will be remembered that Colonel Burton was charged first with scandalous conduct, unbecoming an officer and a gentleman, in having made false statements reflecting on the character of Lieutenant-Colonel and Brevet-Colonel Richards, then commanding the battalion of Royal Marines in Japan, under whose orders he had recently been serving, to Lieutenant F. R. Beachy, R.M., in saying to him that Colonel Richards was a drunkard. The second charge was of scandalous conduct in having at Plymouth, between the 27th and the 30th of May, 1873, made false statements reflecting on the character of Colonel Richards to Colonel Wright, Colonel Forbes, Captain Cobb, and Captain M'Meehan, all of the Royal Marines, to the effect that Colonel Richards was given to intemperate habits, being commonly known at Yokohama as "the Drunken Colonel of Marines," and suffered from and had been treated for *delirium tremens*, although the medical officer who attended him returned him as ill from other causes. The third and fourth charges were to the effect that in having made these statements other than officially the prisoner had been guilty of conduct prejudicial to good order and military discipline. The Court found that Colonel Burton was not guilty of the first and second charges (those for scandalous conduct); that the statements made by the prisoner were false, but that the prisoner believed them, on reasonable grounds, to be true at the time of their utterance; and that the prisoner was guilty of the third and fourth charges. The sentence is that he is to lose four years' seniority as a captain.

The sentence of the Court, condemning Colonel Burton to lose four years' seniority as a captain, brings him from his position as one of the senior captains of the Royal Marine Light Infantry to the fifty-fourth place on the list of captains of his corps, and thus shutting him out from the hope of any further promotion, as by the terms of Mr. Childers's retirement scheme he would have to retire before he could ever reach the rank of a substantive lieutenant-colonel. Captain and Brevet Lieutenant-Colonel Cuthbert Ward Burton, who has been thus severely punished, entered the corps of Royal Marines as a second lieutenant in June, 1849, became captain December 26, 1861, brevet major June 10, 1862, and brevet lieutenant-colonel January 2, 1873, obtaining brevet rank for distinguished service in the last war with China, when he was on several occasions markedly mentioned in despatches, receiving on one occasion the thanks of Her Majesty's Government and the Lords of the Admiralty. Hart's "Annual Army List" records the fact that Colonel Burton served as adjutant to the Battalion of Royal Marines in all the operations which commenced in 1856, with the actions in the Canton River, and the assault and capture of Canton, when he was mentioned in despatches, and ended with the breaking up of the battalion in September, 1858. On quitting the China station he received the thanks of the Commander-in-Chief for general services throughout the campaign.

The colonelcy of the 35th (Royal Sussex) Regiment is vacant by the death of General Simcoe Baynes, at his residence at Tarxien, in the island of Malta, on the 13th inst. The deceased, who was born in 1797, served originally in the Royal Navy for three years before entering the Army, and was present as a midshipman at the capture of Ischia, Zante, and Cephalonia, in 1809, and in the action of the Spartan frigate in the Bay of Naples in 1810, for which he received the naval war medal. He was appointed to an ensigncy in 1812.

Lieut.-Colonel William Tod Brown, C.B., Royal (late Bengal) Artillery, has been appointed Assistant-Adjutant-General of Royal Artillery at the Horse Guards, in succession to Colonel George Shaw, C.B. Colonel Brown's name will be remembered in connection with the Indian Mutiny, when "Tod Brown's" guns did such excellent work at Lucknow and Cawnpore, and earned their gallant commander the C.B., a Brevet Majority, and repeated mention in the despatches of Colin Campbell (Lord Clyde).

The command of the 28th Regiment is vacant by the retirement of Colonel Daniell on half-pay, after over thirty years' service. Colonel Daniell, who served on the Staff throughout the Crimean War, has commanded the 28th since November, 1866, and leaves the regiment to the regret of all ranks. The steps will be given regimentally.

It is now stated that Admiral Sir Thomas M. C. Symonds is to succeed Admiral Sir Henry Keppel, on the latter hauling down his flag at Devonport, on the 31st of October, and that Mr. George Love, at present Secretary to Rear-Admiral Sir Beauchamp Seymour, will act in that capacity to Sir Thomas Symonds.

Colonel R. G. A. Luard, of the 62nd Regiment, who has been appointed Assistant Adjutant and Quartermaster-General in the Northern District, served in China as brigade-major in 1857-58, and was the first to reach the top of the wall at the taking of Canton.

Lieutenant-Colonel Crossman, R.E., has been appointed Special Commissioner in Griqualand West. This officer's name will be familiar to residents in Shanghai and Yokohama.

Captain Anthony Hiley Hoskins, who has been appointed to be Commodore on the Australian station, commanded the gunboat *Slaney* in China in 1858.

The *Broad Arrow* contradicts a report that the Admiralty contemplate a survey of the Malay Peninsula.

Sub-Lieutenant John Casement has been appointed to the *Ringdove*, now on the China station.

The sloop *Lily* left Gibraltar on the 13th inst. for China.

## BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

**BLETHERN**—On the 1st Aug., at Shanghai, the wife of C. P. Bletcher, of a daughter.  
**COLLEGE**—On the 7th Aug., at Perseverance Estate, Singapore, the wife of Wm. College, of a daughter.  
**DROEGE**—On the 9th Aug., at Hong Kong, Mrs. A. Droege, of a son.  
**GREIG**—On the 31st July, at Hong Kong, the wife of James Greig, P. and O. Co., of a daughter.  
**GRIGOR**—On the 12th Aug., at Yokohama, Mrs. John Grigor, of a daughter.  
**HOWE**—On the 30th July, at Nagasaki, Japan, the wife of H. A. Howe, junr., of a daughter.  
**HUFFAM**—On the 6th Aug., at Hong Kong, the wife of F. S. Huffam, of a daughter.  
**HULCATT**—On the 14th Sept., the wife of the Rev. Hugh Hulcatt, Chaplain Royal Military Asylum, Chelsea, of a son.  
**JANSEN**—On the 5th Sept., at Copenhagen, the wife of Rud. Jensen, Consul for Denmark, at Hong Kong, of a son.  
**KINDBLAD**—On the 3rd Aug., at Shanghai, the wife of A. W. Kindblad, I. M. Customs, of a son.  
**SCHAUMLOFFEL**—On the 23rd July, at Swatow, the wife of H. Schaumloffel, of a son.  
**WEYMOUTH**—On the 8th Aug., at New Harbour, Singapore, the wife of W. M. Weymouth, of a daughter.

## MARRIAGES.

**HOWELL—CONOLLY**—On the 18th Sept., at Holy Trinity Church, Rusholme, Manchester, Thomas Arthington Howell, late of the P. and O. Company's Service, Bombay, to Maria Brown, second daughter of Mr. Conolly, Shakespear-street, Manchester.  
**SEIMUND—REEVES**—On the 7th Aug., at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, C. H. E. Seimund, of Hamburg, to Alice, daughter of Stephen Reeves, of Clevedon, Somersetshire.  
**SKINNER—SHELFORD**—On the 23rd Sept., at St. Saviour's Church, Clapham, by the Rev. E. L. Shelford, Vicar of St. Matthew's, Upper Clapton, and the Rev. A. H. Wratishaw, of Bury St. Edmund's, Allan Maclean Skinner, of Lincoln's Inn and of the Civil Service Straits Settlements, second son of A. M. Skinner, Q.C., to Ellen, daughter of the late Rev. W. H. Shelford, Rector of Preston St. Mary, Suffolk.

## DEATHS.

**BUNBURY**—On the 18th Sept., at Marchfield House, Bracknell, aged 63, Colonel Henry William St. Pierre Bunbury, C.B., late 3rd Regiment, Welsh Fusiliers, third son of the late Sir Henry Edward Bunbury, Bart.  
**CAMPBELL**—On the 14th July, Lieut. Colonel Fitzroy Campbell, late Scots Fusilier Guards, of The Lodge, Wellesbourne, Warwickshire, eldest son of the late Lieut. General Sir Colin Campbell, K.C.B., formerly Governor of Ceylon.  
**CARLETON**—On the 10th Sept., at Ventnor, Isle of Wight, Robert Acheson Carleton, late Grand Secretary of Freemasons for the District of Turkey, aged 49 years.  
**CEBRANO**—On the 22nd July, at Manila, Dr. Concepcion Kerr de Cembrano, aged 73. R.I.P.  
**DALZIEL**—On the 24th Sept., at 5, Gresham-park, Brixton, William Robert Dalziel, late of the P. and O. S.N. Co.'s service, in his 48th year. Friends please accept this intimation.  
**KNATCHBULL-HUGGESSON**—On the 29th Aug., in his 43rd year, of typhoid fever, at San Francisco, Richard Astley Knatchbull-Huggesson, son of the late Right Hon. Sir Edward Knatchbull, Bart., M.P., and late Captain in 57th Regiment.  
**TURNER**—On the 23rd July, at Yokohama, Daniel Turner, late U.S. Consul for Hiogo and Osaka, formerly of Philadelphia, U.S.A.

## Miscellaneous.

**CHARGE OF DEFRAUDING THE DUTCH GOVERNMENT.**—At the Southampton Police-court, on the 21st inst., Garnel Pascal Elbron and Pailard Edward, two Frenchmen, passengers on board the steamship *Hampton*, bound for Java, with Dutch troops, were charged, under the Extradition Treaty, with obtaining 300 guilders, value £25, by false pretences, with intent to defraud the Netherlands Government of the same. Mr. Vandenberg, the Dutch Consul at this port, prosecuted, and it appeared that the men had taken the money in the shape of bounty to proceed to Java, but that they now refused to proceed, the one alleging that he was the wrong man, and the other that he had not received a sou. The men strenuously refused to return on board the vessel, preferring to be sent back. Some difficulty arose as to the nature of the charge, and as to how it could be proved, and the case was adjourned for the production of some of the officers who were on board the same vessel. Two of these officers attended, but the difficulty was not lessened, and eventually the two sitting magistrates decided that the men should be set at liberty.

**LOSS OF THE P. AND O. COMPANY'S STEAMER "SUNDA."**—The P. and O. Company have received the following telegrams dated Shanghai, 5.30 P.M., 18th Sept., and Hong Kong, 4.55 P.M., 19th, to the following effect:—Shanghai.—The *Sunda*, while on her voyage from Hong Kong to Yokohama, struck upon a rock off Turnabout Island at noon on the 14th instant, and was beached. Mails, passengers, and crew have arrived here per *Geelong*; seven natives missing. The commander of the *Sunda* has gone to Foochow for assistance, the chief officer remaining by the ship. Hong Kong.—*Sunda* beached; Station Island. Only fore-compartment damaged. Main deck dries six feet at low water. *Bombay* proceeds to-morrow with divers and appliances for floating.

**ADVICES** have reached St. Petersburg that General Kaufmann had occupied Khokand on the 16th inst. without resistance, that all Russian prisoners had been set at liberty, and that the Khan has agreed to the full conditions of peace demanded by the General. It is stated that Khokand will be garrisoned by Russian troops, and that General Kaufmann is to receive a diamond-hilted sabre as a reward for the success of his campaign.

The Postmaster-General, replying to a memorial from the East India Association advocating a reduction of the postal rates between Great Britain and the Colonies, states that, being aware of the importance of such reduction, it was now under consideration whether India should become a party to the General Postal Union.

## COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.  
 Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.  
 Netherlands India Steam Navigation Company, 13, Austinfriars.  
 Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.  
 Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.  
 Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.  
 Amoy Dock Company, John Pook, agent, Lime-street-square.  
 Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.  
 North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.  
 Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.  
 Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.  
 China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.  
 China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.  
 Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.  
 Borneo Company, 22, Fenchurch-street, William Martin, manager.  
 Tanjong Pagar Dock Company (Limited) of Singapore, Macaggart Fildman, and Co., agents, 34, Leadenhall-street.  
 German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

\* Companies omitted in the above list will be included if the particular are forwarded.

## Monetary and Commercial.

It is with great regret that we announce the death of Mr William Robert Dalziel, who for many years was connected with the P. and O. Company's service in China and Japan, occupying, as his last post, the seat of general manager of the important branch at Yokohama. Mr. Dalziel in business matters was courteous and obliging, while in private life he won for himself many friends; and in the Far East his early death will be regretted as sincerely as among his friends at home.

An extraordinary general meeting of the Chartered Bank of India, Australia, and China will be held on the 20th proximo for the purpose of declaring an interim dividend.

Mr. E. Leutz has become a partner in the firm of Lafreutz and Co., of Cullum Street, which has increased its capital by the amount of £100,000.

The report and accounts of the Hong Kong and Shanghai Banking Corporation, will be found in our Advertising columns.

The twelfth report of the Directors of the Mauritius Land Credit and Agency Company (Limited) states that the net profit, after setting aside £1,500 on account of interest, suspense, and depreciation account, amounts to £7,414. After placing £1,000 to the reserve fund, a dividend is recommended of 3s. per share, making, with the 2s. paid in March last, 12½ per cent. for the past year, leaving £164 to be carried forward.

The directors of the Credit Foncier de Mauritius (Limited) have declared an interim dividend of 12s. 6d. per share, being at the rate of 12½ per cent. per annum for the half-year ending 30th June last.

The London Assurance Corporation will pay a dividend for the half-year ending Michaelmas, 1875, of 15s. per share, thus making the dividend for the year 1875 60s. per share, or at the rate of 24 per cent. per annum.

At a meeting of the board of the Anglo-American Telegraph Company, it was resolved to pay an interim dividend of £1 per cent. free of income-tax, for the quarter ending the 30th of Sept., payable on the 1st of Nov., leaving an estimated cash balance of £18,000 in addition to £25,000 placed to reserve. The last quarterly dividend was 1½ per cent.

The liquidators of Overend, Gurney, and Co. (Limited) announce a seventh return of 10s. per share, payable on the 27th inst., on the shares held by contributors in the company who have paid all the calls thereon.

An extraordinary general meeting of Hooper's Telegraph Works (Limited) has been held, when, after a lengthened discussion, during which the defalcations of the late secretary were stated at £7,000, a committee of inspection, consisting of five shareholders, was appointed to confer with the directors into the position of the undertaking, and to report thereon to an adjourned meeting, to be held in a fortnight.

The Bankruptcy Court has appointed a receiver to the estate of Mr. Charles Carnie, East India and China merchant, of New Broad-street. The liabilities are estimated at £56,000.

The P. and O. steamer *Gwalior*, from China, has arrived at Southampton with £722,522, of which £472,928 is in sovereigns from Australia and Hong Kong, £186,802 in bar gold from Australia, £60,488 in foreign coin from Yokohama, Shanghai, &c., and £2,394 in bar silver from Australia. The greater part of the bar gold and foreign coin has been sold for the Continent, and the sovereigns have been taken to the Bank.

The amount of bullion per P. and O. steamer *Poonah* from Southampton on the 23rd inst. was:—In silver, to Penang, £25,300; to Singapore, £41,855; to Hong Kong, £23,021; total, £90,176.

Bar silver has been in good demand at 56½d. per oz. standard, but the inquiry is now rather less active, and sales have been effected at 56 11-16d. per oz. standard. Mexican dollars show no change to report.

## ARTICLES OF IMPORT.

## TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market remains steady with a moderate amount of business doing, prices for all the better kinds being well maintained, but in some instances the commoner kinds have gone rather easier. Large quantities of Green Teas from recent arrivals have been sold at public sale without reserve, prices ruling very irregularly and showing a considerable decline on the previous week's rates. The public sales have been rather larger, consisting of about 15,482 packages, the whole of which were sold without reserve. The Deliveries for the week, as compared with last year, are as follows, viz:—

	1875. lbs.	1874. lbs.
Home Consumption ...	2,121,522	2,091,992
Coastwise ...	845,022	866,735
Exports ...	814,663	811,461
	3,781,207	3,770,188

**Congous.**—Red-leaf kinds: Siftings have been firm at previous prices. Old season's common to fair kind show no change. Common to good common, of new import, have sold rather lower. Fair to good medium Kaisow and Saryune kinds have been saleable at former rates. Good to fine have been wanted from 1s. 6d. to 1s. 9d. per lb.; finest selling in small quantities without change in prices. Pak Lin kinds are wanted at 1s. 8d. to 1s. 9d. for good quality, the better kinds from 1s. 10d. to 2s. sell only slowly. Black-leaf kinds: Common to fair, of old import, have sold from 9½d. to 11d. per lb. In new, siftings have sold at a decline of ½d. to 1d. per lb.; common to good common have sold from 10½d. to 11d. per lb. Fair to good medium remain firm at last week's prices, say 1s. 2d. to 1s. 5d. per lb.; good to fine are only in moderate demand, as also finest, but prices are well supported. In new-make kinds the sales made have been to a fair extent at about previous prices, the good kinds being in request at from 1s. 3d. to 1s. 4d. per lb. In Oolongs there is no improvement to notice; a few parcels at public sale went at rather lower prices. Souchongs remain without material alteration. **Scented Teas:** Canton Capers have been in fair demand; common chaffy-leaf has sold at 9d. per lb., common to fair 11½d. to 1s. 3d. per lb., fine 1s. 5d. to 1s. 8d., and finest 1s. 10d. to 2s. per lb. Orange Pekoes show no change, the demand being inactive. Foochow Capers remain as before. Orange Pekoes: Good kinds have been saleable from 1s. 6d. to 1s. 8d. per lb. Fine: A few have sold from 1s. 10d. to 2s. per lb. **Green Teas:** The market has been unsettled owing to the large quantity brought to auction, comprising nearly 11,000 packages, the whole of which were sold without reserve—consisting of Moyune, Ping Suey, and Japan kinds. The prices obtained were very irregular, but showing a considerable decline on those of the sale of the 10th inst.

Messrs. Goddard and Co.'s Circular says:—The market has been quiet, but very firm; there has been rather a scarcity of the useful grades of Congou, say from 1s. 2d. to 1s. 7d., and the advanced prices held for by importers have rather hindered business, the trade in the country being slow. The telegraphed export figures from China are now rather under last year, but supplies from India are in excess, making our total known quantity to be dealt with about the same as last year. Old Season's black and red leaf Congous are still offered at auction, and also privately at 10d. to 11d., showing that, although at the close of the season stocks were much reduced, they were still in excess of the requirements of the trade. Scented Teas are without change. Green Teas, of new import, have been offered largely at auction, and have sold irregularly and cheaper. Public Sales.—China Sorts: 16,099 packages "without reserve." More than half this quantity consisted of New Season's Green Teas, chiefly Ping Sueys, of which 8,138 boxes were sold at about fair value; No. 1 Gunpowder, 1s. 10½d. to 2s. 6½d. 1,800 half-chests Moyune sold without improvement, excepting Hysons, which were dearer. 2,400 packages Black leaf Congou (1,700 New Season's, 700 Old), obtained 10d. to 10½d.; 1,600 Moning Siftings, 7d. to 8½d., Deliveries from London, from 1st to 19th instant, inclusive, or seventeen days, 1875, 11,000,000 lbs., against seventeen days, 1874, 11,131,887 lbs. Imports, Deliveries, and Stocks in London, from 1st January to 31st August:—

Imports.	Deliveries.	Stocks.
1874. 1875.	1874. 1875.	1874. 1875.
86,886,033 116,404,130	109,629,936 117,850,335	66,558,440 76,968,040

## SILK.

A steady although not a large business in China Silk has been the feature of the past week, and prices of the lower and medium classes of Teatles show an improvement on last quotations. Best Kahings are also taken at rather stiffer rates. Importers are very firm holders. Deliveries are good, being from 1st to 23rd inst.:—China 2,481, Canton 400, Japan 370, Bengal 174; total, 3,425 bales.

**COFFEE.**—Smaller supplies of Plantation Ceylon, with an improved demand, caused prices to advance early in the week, the decline noted in our last report being almost entirely recovered. The result of the Dutch sales was favourable, and fully supported the advance in this market. During the past two days, however, the supply has again been large, and with exceptionally heavy quantities advertised for today, the demand has been slow, and prices in most instances have declined 1s. per cwt. Current quotations are:—Triage and ordinary 90s. to 101s., gray to fine small 104s. to 111s. 6d., fine ordinary to fine fine ordinary 109s. 6d. to 112s., low middling 112s. to 113s. 6d., middling coloury 114s. to 115s. 6d., good middling to fine middling 116s. to 117s. 6d., good to fine bold 118s. to 120s., pea-berry 128s. to 131s. The Dutch Trading Company's public sales of 97,456 bags Java, &c., held on the 22nd inst., went off with spirit, and good ordinary Java sold at 1 to 1½ cent above the valuations at 60½ to 61 cents, against 60½ cents at the August sales.

**COIR GOODS.**—At the weekly auctions there was a better demand for

Yarn, and nearly the whole supply was disposed of at full rates. Fibre met a strong demand at an advance of £1 per ton. Rope continued dull of sale.

**CANTHARIDES.**—China has been sold at 3s. 6d. to 3s. 7d. per lb. **COCOA-NUT OIL** has been steady, Cochin at £41 to £42, Ceylon at £38 to £38 5s. per ton.

**CAMPOR.**—Small sales of China have been made during the week at 70s. per cwt. landing weights.

**CHINA MATTING.**—At public sale 998 rolls China, ex Galates, from Canton, were all sold, fancy size 4/4 and 5/4 at 29s. to 31s. 6d., chiefly red check 6/4 to 4/4 at 23s. 6d. for common to 36s. for fine, white 4/4 to 6/4 at 21s. to 30s. per roll.

**GALLS.**—105 cases China were offered by auction and bought in at 72s. 6d. per cwt.

**GAMBIER** has been in good demand on the spot at 29s. per cwt.

**GUM BENJAMIN.**—In public sale 3 cases Siam, medium and small almond, partly in block, bought in at £16. Of 10 cases good brown Sumatra thirds 6 cases sold at £5; 6 cases rather dark seconds sold at £3 5s.; 5 cases were withdrawn.

**HEMP.**—No business done in Manila.

**HIDES.**—There was a fair demand for East India kinds at the public sales Thursday, and of the moderate quantity offered nearly three-fourths were sold. Prices on the average are without quotable alteration, and a few Singapore Ox and Cow were sold at late rates. Singapore Buffalo sold slightly in buyer's favour. Of 6,407 Singapore Buffalo offered, 3,950 sold; slaughtered, inferior, 1st heavy, average 34½ lb. 5½d.; 2nd heavy, average 33½ lb. 5½d.; fair ordinary, 1st heavy, average 28½ to 32½ lb. 5½d.; 2nd heavy, average 30½ to 31 lb. 4½d. to 5d.; 1st light, average 13½ lb. 6d.; light, unassorted, average 12 to 14½ lb. 5½d. to 5½d.; thirds 4d. per lb. Of 4,722 Batavia 1,554 sold; shaved, light, average 11½ to 12½ lb. 8d. to 8½d.; unshaved, ordinary, 1st heavy, average 24½ lb. 6½d.; 1st light, average 12½ lb. 6½d.; seconds 5½d. per lb.

## Shipping Intelligence.

## ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 9	Petronalla	Vliedorp	Indramayo	Amsterdam
15	Georges	Jago	Reunion	St. Nazaire
15	Juno	Nilsen	Singapore	Boston, U.S.
17	Sarpedon (s.)	Ferguson	Hong Kong	London
17	L. en v. Zwieten	—	Batavia, for Amstmd.	Dungness
18	Uncle Toby	Sennett	Rangoon	London
19	Ida Geertruida	Teensma	Sourabaya	Greenock
19	Araby Maid	Potter	Manila	Liverpool
20	Celebes (s.)	—	Batavia	Amsterdam
20	Californie	Deinum	Java, for Amsterdam	Deal
20	Iride	Maglioni	Akyab	Antwerp
20	Oregon	Iversen	Do.	Do.
21	Countess of Fife	Kerr	Maulmain	Do.
21	Matteo August	Tabelle	Rangoon	Falmouth
21	Quattro	Valle	Do.	Falmouth
21	Innocenta	Fondini	Do.	Amsterdam
21	Gefion	Johansson	Akyab	Antwerp
21	Tromp	—	Java, for Amsterdam	Dungness
22	Lochoe	Beal	Sourabaya	Greenock
22	Batou Bassi	—	Java, for Amsterdam	Dover

## DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 14	Anais	Hardy	Reunion	St. Nazaire
15	Glamorganshire Lass	Griffiths	Singapore	Cardiff
15	Lady Rowena	—	Rangoon	Liverpool
17	Hampton (s.)	McMoutry	Batavia	Rotterdam
18	Auguste	Buck	Hong Kong	Cardiff
18	Achilles (s.)	Russell	Shanghai	Liverpool
18	Lochleven Castle	McKechnie	Yokohama	Do.
19	Guiceppe	Spotorono	Singapore	Cardiff
19	Olivari	Casareta	Do.	Do.
21	Haidee	Durkee	Colombo	London

See Shipping Postscript and Correspondents' Letters.

## LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Cawdor Castle. For Batavia: Fiery Cross.

SAILING VESSELS.—For Yokohama and Hiogo: Ullock, Banda, Tamessa. For Hong Kong: Carricks, Sir Harry Parkes, Caroline, Belted Will. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Coldinghame, Felixstowe, Hawk, Persian Empire.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Deucalion (str.), Anchises (str.), Ajax (str.). For Manila: Yrurac Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers, Polynesia.

At GLASGOW.—For Hong Kong: Fung-Shui (str.). For Singapore: Ione.

## SPOKEN.

BANIAN, Liverpool to Singapore, July 29, 9 N., 26 W.  
NICOLETTE, Rotterdam to Java, July 2, 2.54 N., 25.31 W.  
NEW ERA, Cardiff to Hong Kong, July 20, 3 N., 23 W.

## FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 55s.

meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 18s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

## CASUALTIES.

Advices from Hong Kong, Sept. 21, report that a fire broke out on board the *Pilgrim*, from Shields (coal), but was extinguished with little damage to ship or cargo.

The *Golden City*, at Batavia, Sept. —, reports master (Owen) died at sea, and was buried at Anjer. Three of the crew were also drowned during bad weather.

The *Amity*, barque, from Ilo Ilo for the Channel (sugar), stranded on Bawean Island, Java Sea, previous to Sept. 20, and will become a total wreck; crew saved.

## MISCELLANEOUS.

GIBRALTAR.—Sept. 19, passed, Oxfordshire (str.), from Amoy for New York.

PORT SAID.—Sept. 22, arrived, from Liverpool for Shanghai, Antenor.

ADEN.—Arrived, Sept. 21, Lord of the Isles (str.), from Shanghai, and left for London; 18, J. B. Walker (str.), from Batavia for Nieuwe Diep.

GALLE.—Sept. 17, arrived, Tom Morton (str.); 20, Crocus (str.), both from Foochow, and proceeded for London.

HONG KONG.—The steamer *Glenlyon*, having docked to receive a new crank shaft, left on the 22nd Sept. for Shanghai.

PORT ELIZABETH.—Aug. 21: The *Tecumseh*, from Singapore to Liverpool, which put into Port Alfred on the 3rd inst., with loss of rudder, and was towed round to this port, has been surveyed, and found that the lower rudder gudgeons have been carried away. It will be impossible to replace them here, but the rudder will be temporarily fastened in such a manner as to enable the vessel to reach her destination. The cargo aft is being discharged for that purpose.

## LAUNCHES.

There was launched on the 18th inst. from the shipbuilding yard of Messrs. Russell and Co. a fine iron steamer of 600 tons, and of the following dimensions:—Length, 175 feet; breadth, 25 feet; depth, 18 feet 6 inches. She has been built to the order of Pile and Co., London, for the China trade, and will be engined by Kincaid, Donald, and Co., Greenock.

On the 18th inst. there was launched from the building-yard of Messrs. Caird and Co., Greenock, an iron screw steamer for the Japanese and Sumatran coasting trade, for the Netherlands India Steam Navigation Company of Batavia, of the following dimensions:—Length, 255 feet 8 inches; breadth of beam, 31 feet 6 inches; depth of hold, 17 feet 3 inches; ditto to awning deck, 25 feet 11 inches; 1,249 tons; builders' number, 198; two engines, of 220-horse power

nominal. Commander, Captain Lindemann, under whose superintendence the vessel was built. She was named the *Gouverneur-General* London by Miss Turner, of Gareloch.

At Lloyd's no fresh insurances can now be effected on the steamer *Coromandel*, which left Bombay for this country on the 30th June. A premium of 80 guineas has been paid on the *Strathnaver*, which has been out 144 days from Sydney for London; and 10 guineas on the *Strathmore*, which left London for Otago on the 17th April, and has not been heard of since the 21st May, when she was spoken with.

It is stated that the Pacific Mail Steamship Company's steamer *City of Peking*, on her arrival at San Francisco, on her last voyage from China, was found to be in a defective condition, so much so as to be unseaworthy. It will cost the company at least \$125,000 to repair her.

The P. and O. steamer *Poonah*, which left Southampton Thursday with the heavy portion of the next outward Mail, has been fitted with new engines and boilers, and has been lengthened eighty feet. Originally a vessel of some 2,000 tons burden, it was determined to increase her carrying capacity by one-third, and at once to secure her maintenance of speed and to increase economy in the consumption of fuel—a great matter in these days of keen competition and lowered freights—by fitting her with new engines and boilers of the most approved modern construction. The task of lengthening the ship was entrusted to Mr. James Lang, of Sunderland, and new compound engines of 550-horse power nominal were supplied by Messrs. Hawthorn and Co., of Newcastle-on-Tyne. The ship has been overhauled, strengthened, and redecored throughout, so that she is now one of the finest, most commodious, and most beautiful vessels in the Company's fleet. The *Poonah* has now state-room accommodation for over 200 first class, and 50 second class passengers, and in her spacious saloon 160 persons can dine at one time.

## SUNDRIES, PER "REGULUS," FROM NEW YORK, FOR

YOKOHAMA, Aug. 31.

15292 cs. oil	152,920 gals.	650 brls. glassware	4,950 doz.
500 pkgs. manufactured iron		5 cs. hardware	1,200 lbs.
	50,000 lbs.	1 hhd. ship blocks	600 lbs.
100 cs. chalk		20 cs. burners	
500 do. slates	5,400 doz.		

## SUNDRIES, PER "MARY WHITRIDGE," FROM NEW YORK, FOR SHANGHAI, SEPT. 3.

500 bxs. perfumery		2500 bls. dmstics	1,600,000 yds.
100 bls. oakum	5,000 lbs.	55 cs. milk	
50 bls. rosin	16,403 lbs.	4 bxs. revolvers & cartridges	
160 kegs nails		21 cs. dry goods	
16140 cs. oil	161,400 gals.	10 do. furniture	
36 do. scales		1 do. fire sets	
40 do. clocks	30 doz.	10 fire plates and fixtures	
1 brl. vinegar		5 cs. missionary goods	
5 cs. stationery and books		1 box cake	
135 do. drugs		1 do. lathe	
1 do. ginseng	35 lbs.	1 do. draw-pulls	
10 kegs spikes		2 do. fasts	
2 cs. yeast powders		1 bale webbing	
4 bls. rubber goods		2 bbls. glue	259 lbs.
2 cs. wick		3 bxs. chairs	
5 bls. cotton goods		1 pkge. rollers	
18 cs. slates		1 do. castors	
100 do. turpentine	1,000 gals.	29 bls. cotton duck	
10 do. bitters	10 doz.	5 do. cotton twine	488 lbs.
9 pkgs. hardware		1 organ	
6 cs. tobacco	912 lbs.	2 cs. clothing and effects	
15 pkgs. glassware		17 stoves	
1 cs. washing machine			

## THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,  
CHINA AND JAPAN AGENCY,  
79, GRACECHURCH-STREET LONDON, E.C.

COWASJEE DINSHAW,  
Close to the Landing Place, Depot of  
EUROPEAN, CHINA, AND INDIAN WORK.  
WINE, BEER, CHAMPAGNE, and  
SPIRITS of the best quality. Bombay-made  
Soda Water and Lemonade, Perfumery, Confectionery  
Oilmans' Stores, and Stationery of every description,  
Sole Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.  
Drawing and Reading-room free to Passengers.  
The *London and China Express* on Sale.

K. de PIOTROWSKI,  
COMMISSION MERCHANT & GENERAL AGENT  
HIOGO-KOBE.  
JAPAN.  
Agent for the *London and China Express*.

MacEWEN, FRICKEL, & Co.,  
QUEEN'S ROAD, HONG KONG  
GENERAL STOREKEEPERS AND  
COMMISSION AGENTS.  
Special Agents for the  
LONDON AND CHINA EXPRESS

## IMPORTANT NOTICE.

THE physicians of the hospitals of Paris have declared, after their own experience, that *DR. LANGENIER'S SIRUP and PATE DE VASE* were the most efficacious pectoral remedies against Cold, Catarrh, Influenza, Irritation of the Chest, of the Throat, and Bronchitis. Containing neither opium, nor morphia, nor codeine, they may be given to children affected with Cough or Whooping Cough. Depots—36, Rue Richelieu, Paris, and at all Chemists abroad.

Diploma of Merit, Vienna Exhibition, 1873.  
YORKSHIRE RELISH



THE most delicious SAUCE  
in the world to CHOPS, STEAKS,  
FISH, &c. Sold by all Grocers and  
Oilmen in bottles 6d., 1s., and 2s. each.  
Trade mark—Willow-pattern plate.

PROPRIETORS:—

GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE

WORLD.—Makes delicious Bread  
without Yeast; Puddings, Pastry, &c.,  
without Eggs, Butter or Lard. Bread  
made with this Powder is much easier to  
digest, and much more wholesome than  
that raised with yeast, and a larger quantity  
is obtained from the same weight of  
flour. One trial will convince the most sceptical of its  
superiority over others. Sold by Grocers, Chemists, and  
Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins.  
Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

GOODALL'S QUININE WINE.

Diploma of Merit, Vienna Exhibition, 1873.

THE BEST AND MOST

AGREEABLE TONIC yet introduced. For the relief of Indigestion,  
General Debility, and Loss of Appetite  
it is UNVALUABLE. Recommended for its  
purity by the *Food Journal*, Arthur Hill  
Hassall, M.D., Wentworth L. Scott, Esq.,  
F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by  
Grocers, Oilmen, and Chemists, in large bottles at 1s.  
1s. 1d., 2s., and 2s. 3d. each. Prepared by GOODALL,  
BACKHOUSE & CO., LEEDS.



# HONG KONG AND SHANGHAI BANKING CORPORATION.

The following is the **TWENTIETH REPORT** of the Court of Directors to the Ordinary **HALF-YEARLY GENERAL MEETING** of **SHAREHOLDERS**, held at the **CITY HALL, HONG KONG**, on **WEDNESDAY, the 18th August, 1875.**

To the Proprietors of the HONG KONG AND SHANGHAI BANKING CORPORATION,

Gentlemen,—The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending 30th June last.

The net profits for that period, including \$3,059.44 brought forward from last account, after paying all charges and deducting interest paid and due, amount to \$263,127.50, of which, after taking out Rebate on Bills not yet due, there remains a balance of \$260,023.42.

The Directors have taken \$153,997.42 from this sum, and placed the amount to Contingent Account, to provide for known and probable losses, and they recommend that the balance of \$106,026 be carried forward to the credit of New Account.

The Directors regard the half year's profit as satisfactory, but they regret that they again feel unable to recommend the payment of any dividend, as, in view of Mr. McLean's Report (though they have since become possessed of information which authorises them to take a much more hopeful view of the position of the "doubtful accounts" than he held), they deem it advantageous, in the permanent interest of the shareholders, to retain the whole balance of profit until the end of the year.

During the past half-year and more especially recently, many large and important failures connected with Eastern trade have taken place, and, although fortunately the Bank has had to provide an unimportant amount for anticipated losses on such accounts, they have naturally been the subject of considerable anxiety to the Directors. There seems, however, every reason to suppose that the worst is past, and there are signs that the depression to which trade has been so long subject is being gradually removed.

## LOCAL COMMITTEE IN LONDON.

The Directors have not yet definitely appointed the London Committee, but considerable progress has been made, and they now expect shortly to complete the appointments.

## INSPECTOR'S REPORT.

Mr. David McLean has duly inspected the Head Office and Branches, and his report to the Directors, dated 10th May, is to the following effect, viz :—

He estimates losses at \$116,888.68, and recommends that they be written off at 30th June, although, he says, possibly a portion may be recovered. He adds :—"Taking the doubtful

accounts as eventually turning out *all* bad, I estimate the (further) total losses to be, at the outside, \$340,000." He considers the current business of the Bank as being on a much safer basis than in former years, and continues :—"I feel certain you will not be called upon to provide more than the amounts mentioned above." He expresses his entire confidence in the management of the Bank at the Head Office and Branches. He considers it extremely difficult to reduce "Charges Account" very much without impairing efficiency, but feels confident that where it can, it will be done.

The Directors, acting on Mr. McLean's Report, have written off the above sum of \$153,997.42, which includes the \$116,888.68 estimated by him as lost (less certain portions of it which have been recovered), \$41,000 included in his estimate of "doubtful accounts" (since ascertained to be bad), and all probable losses by recent failures. Several amounts estimated by Mr. McLean as probably lost have since been recovered, and the position of the "doubtful accounts" has improved so much since his Report was handed to the Directors, that of the remaining \$299,000 they have every reason to anticipate that a considerable sum, probably as much as one-half, will turn out good. They expected to know definitely the position of these accounts by the end of the current half-year.

## MARINE INSURANCE ACCOUNT.

The balance of this account now amounts to \$43,534.34 ; no losses have been sustained during the half-year.

## DIRECTORS.

Mr. Albert F. Heard, the Deputy Chairman, ceased to be a Director on the suspension of his firm, and Mr. H. Nicaise was appointed in his stead. Mr. Nicaise has since resigned under instructions from home, and Mr. Alexander MacIver has been appointed to supply the vacancy.

Mr. William H. Forbes has been selected Deputy Chairman

## AUDITORS.

Mr. F. W. Mitchell resigned his appointment as Auditor on leaving the Colony, and Mr. H. B. Gibb has been appointed in his stead.

ADOLF ANDRE, Chairman.

Hong Kong, 11th August, 1875.

## ABSTRACT OF ASSETS AND LIABILITIES.

ASSETS.	
Cash and Bullion	\$3,073,637.86
Government Securities	2,895,356.30
Bills discounted, Loans, and Credits	9,540,320.45
Exchange Resurances	15,501,543.34
Bank Premises	299,581.12
Dead Stock	92,878.68
	<b>\$36,318,267.63</b>
LIABILITIES.	
Paid-up Capital	\$5,000,000.00
Reserve Fund	\$100,000.00
Marine Insurance Account	43,534.34
	<b>143,534.34</b>
Notes in Circulation	\$1,354,233.33
Deposits	12,171,656.16
	<b>13,525,889.49</b>
Exchange Acceptances	17,384,707.21
Profit and Loss Account	263,127.50
	<b>\$36,318,267.63</b>

## PROFIT AND LOSS ACCOUNT.

Dr.	
To Amount written off :—	
Rebate on Bills not due	\$3,104.08
To Contingent Account :—	
Amount set aside to meet Losses	153,997.42
To Balance :—	
Carried forward to next half-year	106,026.00
	<b>\$263,127.60</b>
Cr.	
By Balance of Undivided Profits, 31st Dec., 1874	\$3,059.44
By amount of Net Profits for the Six Months ending 30th June, 1875, after deducting all Expenses, and Interest paid and due	240,068.06
	<b>\$263,127.60</b>

## RESERVE FUND.

To Balance on 30th June, 1875	\$100,000.00
By Balance on 31st Dec., 1874	\$100,000.00

JAMES GREIG, Chief Manager.

H. SMITH, Accountant.

ADOLF ANDRE,  
WM. H. FORBES,  
E. R. BELILIOS, } Directors.

P. RYRIE,  
H. B. GIBB, } Auditors

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

Hong Kong, 5th August, 1875.

**ORIENTAL BANK CORPORATION.**

Incorporated by Royal Charter, August 30, 1851.  
PAID-UP CAPITAL, £1,500,000.  
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies; the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three Saturdays, Ten to Two. Threadneedle-street London, 1875.

**THE AGRA BANK (Limited).**

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANK, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Bankers' Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

**COMPTOIR D'ESCOMPTE DE PARIS.**

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... £20,000,000 ... £800,000.  
HEAD OFFICE:—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

Office hours, 10 to 4; Saturdays, 0 to 2.

**HONG KONG AND SHANGHAI BANKING CORPORATION.**

Capital, \$5,000,000. All paid up.  
Reserve Fund, \$100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER.—D. McLean, Esq., 31, Lombard-street.  
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hioho	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

**GRATEFUL—COMFORTING.****EPPS'S COCOA. BREAKFAST.**

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

**JAMES EPPS & CO.,**

HOMEOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

**TO PARENTS AND GUARDIANS.**

**AN ENGLISH WIDOW LADY,** who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German. Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar courses or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

**NERVA, MARCHAND, & CO.**

GENERAL COMMISSION MERCHANTS

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE  
PARIS.

**GRAND HOTEL COMPANY.**

YOKOHAMA, JAPAN.

**THIS HOTEL,** situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.

W. H. SMITH, Managing Director

**GRAND HOTEL, VENICE.**

FORMERLY HOTEL NEW YORK.

**ON** the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

**HOTEL CASTIGLIONE—PARIS.**

**SITUATED** in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from £50 to £5 per day. Restaurant, Table d'Hôte, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

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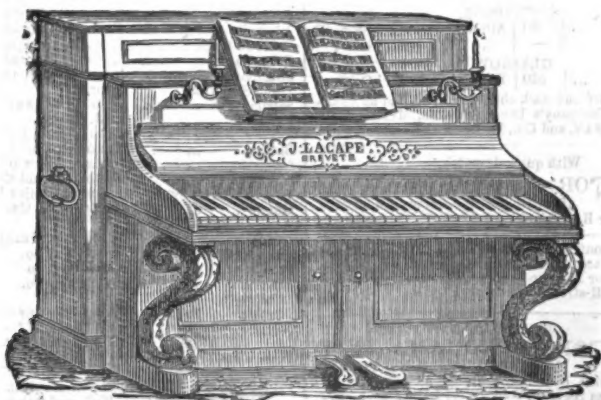
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...	Tons.	H.p.	...	...
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes ...	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,726	450	Oct. 14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct. 21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	3,982	500	Oct. 28	Mediterranean, Aden, Bombay.

\* Taking passengers for Bombay also by branch steamer from Suez.

**OVERLAND ROUTE**  
and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

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**OVERLAND ROUTE**  
via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iranaoddy ...	Oct. 10	For	Naples, Port Said, Aden, Gallie, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		
Anadyr ...	Dec. 5		

The Steamers of the 10th October, 7th November, and 5th December connect at Gallie with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 24th October and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon) "Constantinople ... " Saturday, 5 P.M. " Algiers ... " "

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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

\* Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

**GLEN LINE OF INDIA, CHINA, AND JAPAN STEAM-SHIPS.**—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenyle ...	100 A1	1,676	200	Oct. 15
Glenroy ...	100 A1	2,121	250	To follow
Glenlyon ...	100 A1	2,119	275	To follow
Glenartney ...	100 A1	2,016	330	To follow
Glenearn ...	100 A1	2,120	330	To follow
Glenfalloch ...	100 A1	2,126	275	To follow
Glenfinlas ...	100 A1	2,120	330	To follow
Glenegles ...	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

**GELLATLY, HANKEY, SEWELL, and CO.** will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tons.	Dock.	Sailing.
Pen., Sing.	Bengal...	—	3026	V.L.D.	Oct. 10
Hg. K., and Japan	Genoa ...	100 A1	1900	V.L.D.	Oct. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 61, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

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**SHAW, WILLIAMS, and CO** will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carriicks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

**FOR CHINA AND JAPAN.**—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing.	Montgomeryshire, s.s.	100 A1	S.W.I.D.	Sept. 30
Yoko. & Hio.	Burmese, s.s.	100 A1	S.W.I.D.	Oct. 23

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

**TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO**, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 30th Sept.: the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal, to follow the s.s. VENICE.

**FOR YOKOHAMA and HIOGO** calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamer, BENGAL, 1,308 tons register, 2,036 tons gross register, 275 h.p. nominal, 1,375 h.p. nominal, 1,375 h.p. effective; A. DOUGLAS, Commander; Victoria Docks. This fine steamer has just discharged a cargo of new season's teas from Hankow insplendid order, making one of the fastest passages of the season.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

**CASTLE LINE** of STEAM PACKETS from LONDON (via the Suez Canal) for SINGAPORE, HONG KONG, and SHANGHAI, and taking goods at through rates for Java, Japan, and Eastern Australian Ports, last shipping day 4th Oct., the magnificent Clyde-built steamship CAWDOR CASTLE, 2,175 tons 100 A1, 300-h.p. nominal, J. GREIG, Commander, to load in the South West India Docks. The attention of shippers is directed to this splendid steamer.

For Freight apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

**FOR Tanjong Pagar, SINGAPORE.**—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Cawdor Castle, s.s. ...	2,175	Thos. Skinner & Co.	Oct. 4
Gaiates, s.s. ...	1,290	Robertson & Co.	Oct. 30
Montgomeryshire, s.s. ...	1,751	Norris & Joyner	Oct. 30

**LIVERPOOL.**  
Glaucus, s.s. ... | 1,604 | Alfred Holt ... | Sept. 27  
Anchises, s.s. ... | — | " " ... | Oct. 7

**GLASGOW.**  
Ione ... | 520 | T. Skinner & Co. | Oct. —  
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With quick despatch.

**FOR YOKOHAMA and HIOGO**, the well-known China clipper BANDA, A1 13 years 481 tons register; J. D. WILLIS and Co., Commanders; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

With despatch.

**FOR YOKOHAMA AND HIOGO DIRECT**, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

**CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING will be held at the LONDON TAVERN on WEDNESDAY the 30th day of October proximo, at One o'clock P.M. precisely, for the purpose of declaring an Interim Dividend for the half-year ended on the 30th day of June last.

The Transfer Books will be closed from Wednesday the 13th proximo, to Wednesday, the 20th proximo, both days inclusive.

By order of the Court,

WM. CHAS. MULLINS, Secretary.

Hatton-court, Threadneedle-street, London, Sept. 22, 1875.

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